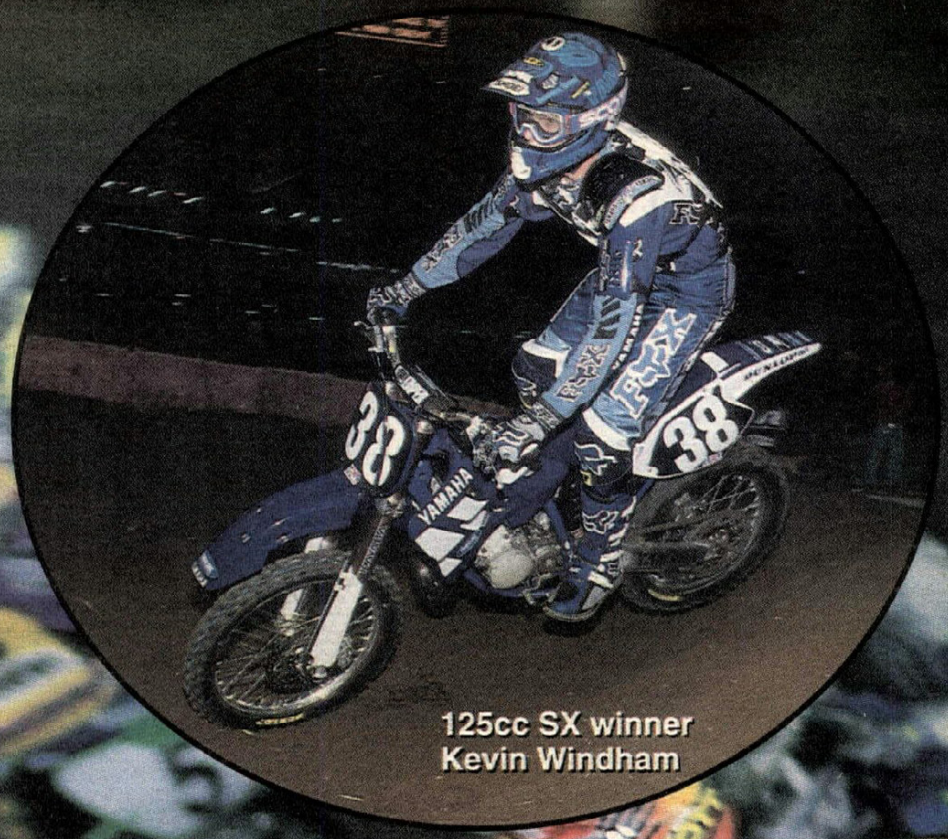
CYCLE NEWS®

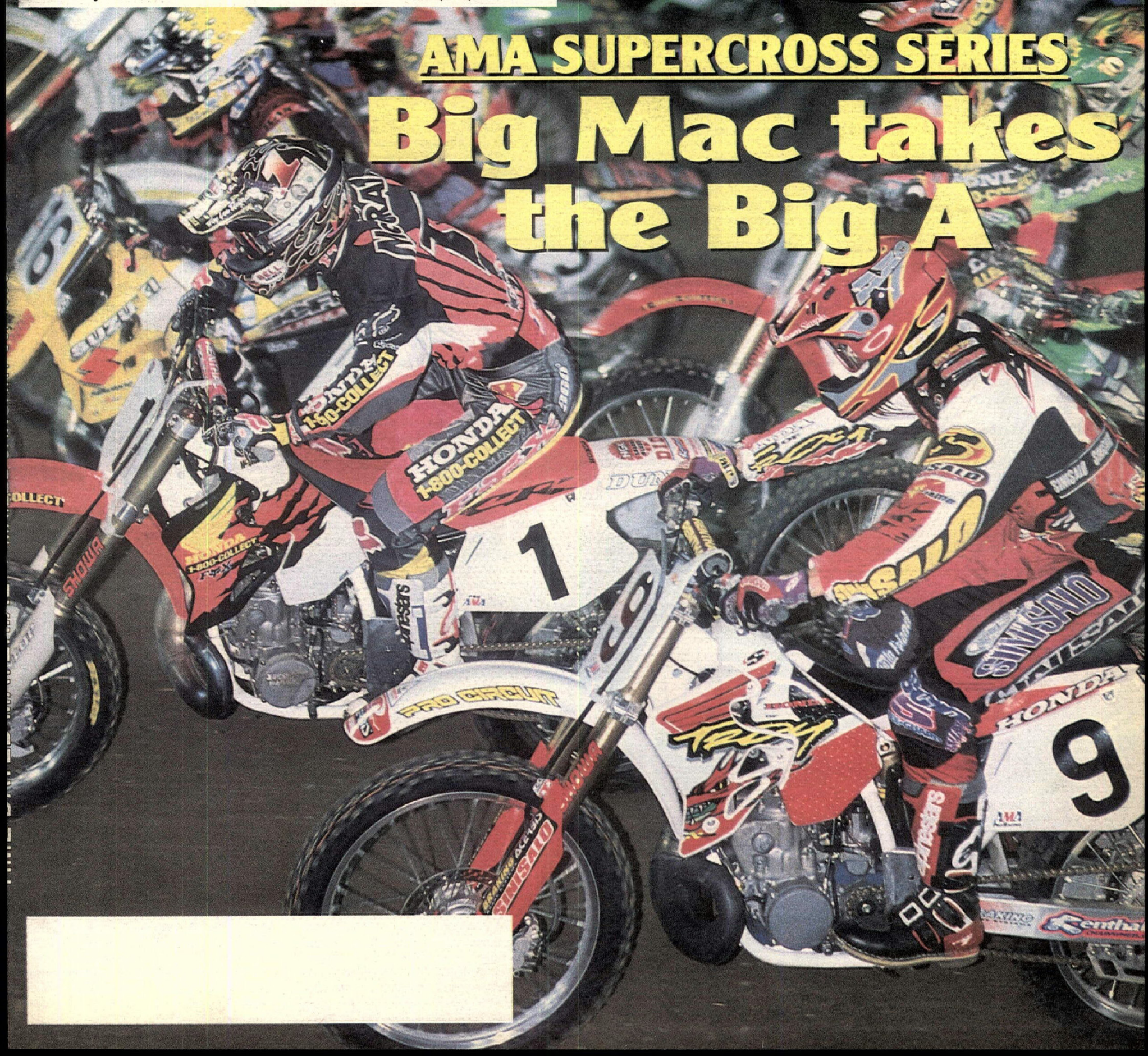
America's weekly motorcycle newspaper
February 7, 1996: Number 5
(outside the U.S. $3.25) $2.50



125cc SX winner
Kevin Windham

AMA SUPERCROSS SERIES

Big Mac takes the Big A



IN THE WIND

Jeromy Buehl (Kaw) scored two main event victories to become the big winner during round seven of the PJ1 Super Arenacross Series at the Kansas ExpoCentre in Topeka, Kansas, on January 26-27. Buehl swept the 125cc main event on both nights, leading **Guy Cooper** (Suz) and **Cliff Palmer** (Suz) to the line on Friday, and defeating series points leader **Jimmy Gaddis** (Kaw) and Palmer on Saturday. Gaddis beat Buehl and Palmer for the 250cc main win on Friday, and Cooper won Saturday's 250cc feature by topping Gaddis and Buehl.

Ty Davis (Kaw) won the opening round of the AMA Hare and Hound National Championship Series in Lucerne Valley, California, on January 28. Davis topped Paul Krause (Kaw) by some six minutes to earn the victory. Third place went to Todd Hoy (KTM) with Jeff Capt (Hon) and Johnny Campbell (Hon) rounding out the top five finishers.

Ronnie Tichenor (Suz) won the 125cc Pro class and wrapped up both Pro championships in the final round of the Florida Winter AMA Series at Gatorback Cycle Park in Gainesville, Florida, on January 28. Tichenor topped Anthony Pocorobba (Suz) and Barry Carsten (Suz) in winning the 125cc race before finishing second behind **Robbie Horton** (Kaw) in the 250cc final.

Three-time World Champion **Freddie Spencer** missed the cut after qualifying 32nd out of 49 entries for an FF2000 car race, an event held prior to the Indy Racing League opener in Orlando, Florida, on January 27. Spencer was driving for Texas Ranchland/Breidenbach Racing, for whom he hopes to drive in upcoming Indy Racing League events, possibly including the Indianapolis 500.

Tadayuki Okada, riding the new 500cc V-twin Honda NSR500V, was the fastest on a 500cc Grand Prix bike on the opening day of testing in Shah Alam, Malaysia, on January 29. The Japanese rider clocked a 1:25.2 lap, four-tenths faster than the first of the V-fours ridden by Marlboro Yamaha's **Norifumi Abe**. **Luca Cadalora** was third-fastest with a time of 1:26.1, with **Doriano Romboni** fourth on the Aprilia 400cc V-twin at 1:26.2 and **Loris Capirossi** fifth at 1:26.3 in his first outing in Marlboro Rainey colors. Others taking part in the test were Fortuna Honda's **Carles Checa** and two other Marlboro Roberts Yamahas ridden by **Jean-Michel Bayle** and **Kenny Roberts Jr.** Bayle was fortunate to escape injury when he crashed in the morning session, destroying his new YZR500. Defending two-time World Champion **Michael Doohan** didn't record a time on the first day of the test, with Alberto Puig also sitting out day one. Two-time 250cc World Champion **Max Biaggi** was the fastest of the 250cc riders, matching Cadalora's 500cc time. Yamaha's Tetsuya Harada was second-quickest, three-tenths slower than Biaggi at 1:26.4

Don Amador, of Oakley, California, was recently honored as AMA D-36's "Legislative Activist of the Year" for 1995. "Amador has worked above and beyond the call of duty as a spokesman for environmentally responsible motorized recreation," said Bill Dart, D-36's legislative action officer. "Amador's efforts to effectively represent the many positive aspects of family-oriented off-highway vehicle use is greatly appreciated by us all." Amador also serves on the Off-Highway Motor Vehicle Recreation Commission at the California Department of Parks and Recreation.

Two-time World Champion **Barry Sheene** has been behind Suzuki's recruitment of Australian Mat Mladin for the Yoshimura Suzuki team, according to reports from Australia. Three years ago, Sheene launched a scathing media attack on the 1992 Australian Superbike Champion in the wake of Cagiva's decision to sign the unproven Mladin to a three-year contract, replacing Alex Barros. Now Mladin has paid tribute to Sheene for providing him with valuable advice that will make his AMA debut easier and perhaps more profitable. "I spoke to Mat at the World Superbike round at Phillip Island and told him if I could help then to please call me, which he did," Sheene said. "I've advised Mat on his contract with Suzuki and recommended an accountant to him. Mat's attitude has changed out of all proportions, he's learned his lessons the hard way, and I wish him the best in America."

AHRMA has announced that the first round of the **BEARS World Championship** at Daytona International Speedway on March 5 will be dedicated to the late **John Britten**. Last year's race was won by Andrew Stroud on the Britten V-1000 and he went on to capture the championship.

In addition to its races at Daytona, **AHRMA** will also run a demonstration race at DeLand Municipal Airport in DeLand, Florida. If all goes well, AHRMA reps say that the event could end up replacing AHRMA's tradional season-opening race at Roebling Road near Savannah, Georgia.

Wondering whether or not the **Tecate 250K Enduro** will be making a comeback? The answer is no - at least not this spring. That said, the Los Anciones M.C. will once again host a trail ride in the event's place. The ride - which was actually more well-attended in its inaugural running last year than the enduro itself - will be held April 20-21 in Baja California, Mexico, and will also feature a poker run and a special-test contest for the competition diehards. For information, call 619/281-1400.

Scott Parker, restaurateur? It appears so, as the seven-time AMA Grand National Championship has become an investor in Race Rock International, which owns the **Race Rock restaurant** in Orlando, Florida. The brainchild of restaurateur Bobby Moore (not to be confused with the former 125cc World MX Champion), the Race Rock follows in the vein of other memorabilia restaurants such as the Hard Rock Cafe and Planet Hollywood, but it features a motorsports theme. Other partners in the venture include stock car champions **Richard Petty** and **Rusty Wallace**, drag racing champions **Don Prudhomme** and **John Force**, and IndyCar champion **Michael Andretti**. "They wanted me to be a part of it, so I bought a few shares," Parker said." The grand opening is on February 7. All the owners will be there, and there will be a big PR deal - the whole nine yards. Hopefully, down the road it will make me some money - I think it has the potential to do that. Plus, to be established with these guys will get the Scott Parker/Harley-Davidson name out there even more. That's another reason for doing it." One of Parker's Harley-Davidson XR750s is among the items that will be on display at the restaurant.

Pro Stock motorcycle racer **Steve Johnson** has announced that he will be parting company with George Bryce and Star Racing to field his own Slick 50/SplitFire Suzuki on the 1996 NHRA Winston Drag Racing Series tour. Johnson finished third in both the NHRA and AMA/Prostar points standings aboard Star Racing-prepped Suzukis in '95. "We had an extremely successful racing season in 1995 with Star Racing," Johnson said. "But George and I have decided to go our own ways this year. George and everyone at Star did an excellent job for Slick 50 and me last year, and I personally appreciate it, but it's time to move on."

Putting an end to two months worth of rumors, **Harley-Davidson of Sacramento** owner Mike Shattuck has officially announced that he will field a **dirt track team** for the AMA Grand National Championship Series in 1996. Former factory Harley-Davidson and 1992 Grand National Championship-winning mechanic **Kenny Tolbert** has been named as the tuner for the XR750s which will be ridden by Washington rider **Joe Kopp**. Team Harley-Davidson road racer **Chris Carr** may also be a member of the team at selected races in '96 as his current contract excludes factory support at dirt track events. Harley-Davidson of Sacramento's best effort in the series came in 1994 when **Aaron Hill** finished seventh in the final standings aboard Monty Heath-tuned equipment.

Russell starts his season

PHOTO BY LOU MARTIN

Lucky Strike Suzuki's Scott Russell and Daryl Beattie wrapped up the Australian leg of their preseason test schedule with a three-day test at Phillip Island last week. Riding in hot and windy conditions, Beattie led the way with a best time of 1:34.2, with both him and Russell recording identical times of 1:35.5 on the blustery final day of the test.

Meanwhile, Kanemoto Honda's Luca Cadalora crashed in the first hour of testing and suffered a gashed leg. Although only slightly injured, Cadalora took no further part in the test.

Beattie, who is still recovering from a skin-graft operation to his left foot, completed more laps at Phillip Island than he did at the previous test at Eastern Creek, where he made a surprise appearance following Russell's late arrival due to visa complications.

Yet to come to grips with the 1996 Suzuki RGv500, which is believed to have a revamped chassis, Russell said changes to the engine should bridge the speed gap to Michael Doohan's Honda NSR500.

"I think it'll bring us a lot closer to the Honda," Russell said. "I've got a way to go before I can think of running with Mick, but that's my goal. On last year's performance, if Mick scored a perfect 10 then I'd rate myself a seven. Riding a 500 is so much different to a superbike, and getting the suspension and geometry set up properly is slowly coming to me. There's so much to change, and you can easily go in the wrong direction, but with all the testing I've got before the first race to get my head right about the Michelins, I'm confident of winning some races this year. I'll be putting everything I can into it."

Russell said that he plans on moving from Atlanta to Los Angeles in '96: "I'm moving out to California because there's a lot of good motorcycling stuff going on over there. The weather's better, and I can get in some good training and go out on my motocross bike with guys like Jeff Ward." Russell also said that his girlfriend is expecting their first child in April, and he plans on returning to the U.S. as much as possible during the season.

Daryl Flack

Fogarty tries his Honda

PHOTO BY GOLD & GOOSE

World Superbike Champion Carl Fogarty made a successful start to his new career at Honda during tests at Shah Alam, Malaysia, on January 27-28.

The 29-year-old Brit, who made the switch to the Castrol Honda team after taking two successive World Superbike titles for the Ducati, was just three-tenths of a second off the Shah Alam superbike lap record in a test which was hampered by a host of stray animals running wild on the circuit, which is on the outskirts of Kuala Lumpur.

"I feel confident about winning a third world title now that I've actually tested the Honda," said Fogarty, who ran over a snake in the closing stages of the test. "It's a bit of a worry with all the animals around at Shah Alam. You don't know where they'll pop out next. But the test has gone much better than I thought and although I know I can win the title this year, actually riding the Honda will be harder work than the Ducati was in '95."

Australian Troy Corser, last year's championship runner-up, walked out on his Ducati team's test with a day to go after a wild dog sat on the side of the track for three successive laps. Corser also reported cats, monkeys and an iguana on the track before he quit.

DATS Racing has announced the signing of Dax Snow and Dale Kieffer to race for the team in the 1996 AMA National Championship Road Race Series. The team will use Suzuki GSXR750s in the 750cc Supersport class and will ride a highly modified Suzuki GSXR1100 in the SuperTeams championship.

The **San Diego Off-Road Coalition**, a group of some 300 off-highway vehicle enthusiasts from throughout the greater San Diego, California, area, recently presented the A.B. and Jessie Polinsky Children's Center in San Diego with new tote bags and backpacks for children leaving the hospital. The Polinsky Center, operated by the County of San Diego Department of Social Services, provides emergency temporary shelter for approximately 500 children every month.

Keith Code's **California Superbike School** heads Down Under in the month of February, where Code will teach five schools at Phillip Island and the Winton Circuit.

Glen Helen Raceway has announced that it has secured Shoei Helmets as the major sponsor of the upcoming AMA 125/250cc National MX Championship round scheduled for May 12 in San Bernardino, California. For more information, call 909/880-3090.

AMA Grand National rider **Andy Tresser**, the sole Ducati dirt track rider on the Grand National Championship trail, will be parking his machine and joining forces with Fred and Bart Schmulbach to campaign a pair of Harley-Davidson XR750s for the 1996 season. The C&J Racing-framed equipment will house engines built by Virginia tuner Eddie Adkins.

It's official: **Scott "Z-Man" Zampach** has signed a contract with Triumph to race the Triumph Saxon in the North American Super Bike Series and Formula USA, as well as racing in the new Mobil One Triumph Speed Challenge series aboard a pair of Triumphs prepared by Hansen Motorcycles of Manitowoc, Wisconsin. Zampach will also defend his AMA SuperTwins National Championship on a Suburban Motors Harley-Davidson 883 Sportster. Zampach will also race the Saxon in the BEARS World Championship round, scheduled for Daytona International Speedway.

AMA and World Supercross Champion **Jeremy McGrath** was recently presented with a set of Dunlop graphite golf clubs and an embroidered golf bag by Dunlop, in recognition of his three consecutive supercross titles.

The **"Win a day at the races with Team Yamaha Sweepstakes"** will continue for the upcoming San Diego Supercross on February 10. Winners will be treated to a catered lunch with Team Yamaha, a tour of the Yamaha big rig, complimentary tickets and more. Those wishing to register can do so by stopping by one of the following Southern California dealers: El Cajon Yamaha, Mission Yamaha (Laguna Niguel), Murrieta Motorsports, North County Yamaha (Escondido), San Diego's House of Motorcycles, Smitty's Cycle (Imperial Beach) and South Bay Motorsports (National City).

Former World Superbike Champion **Scott Russell** has picked Promotor Ducati rider **Troy Corser** to win the 1996 World Superbike Championship, according to *Cycle News* contributor Daryl Flack. "I pick Troy to win it on the Ducati," Russell said during a break from his Australian test with Lucky Strike Suzuki. "I think it's the best motorcycle out there and he's got the experience of last year to build on." On Corser's teammate Mike Hale, who led the Michelin tire test at Daytona in December, Russell said: "He's got a lot to prove. It's a whole new deal in Europe and he's up against the best in the world. I think Hale's got what it takes to be World Champion, but I don't think he can put it together in his first year."

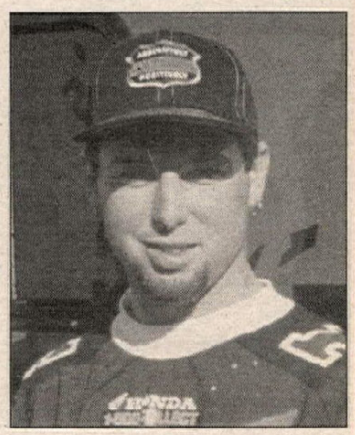
Speaking about **Carl Fogarty** and his switch to Honda, Russell said: "It's great. He finally got off the Ducati and on to the Honda. He reckons he's the best rider in the world and if he is he'll win it (the championship). And if he's not, which I don't think he is, he won't. If I had to pick a guy I'd like to win it, though, it'd be Aaron (Slight). With Fogarty on his team, if anything's going to light his fire, that will and that might work in his favor more than it will for Carl." As for the other hopefuls, Russell said: "Gobert's real good. He's definitely a great rider, but I don't know if his bike will be consistent enough. And don't forget (John) Kocinski. He's a special guy, and he won 500cc GPs which takes a lot of doing. A lot of superbike riders think they can jump straight on a 500 and be on the pace, but take it from me - it's not that easy. Kocinski on the Ducati will be the real dark horse this year."

Daryl Flack reports that Suzuki's new World Superbike hope **John Reynolds** and his teammate **Kirk McCarthy** recently completed a successful three-day test at Phillip Island in Australia on January 23-25. "We did really good times at Phillip Island, which are very competitive and right on the pace," team coordinator Simon Buckmaster said. "I'm very pleased with how the development of the bike is going. Yes, we've still got a lot of work to do, but we have a sound nucleus with the bike, the two riders, and the team." One source confirmed that McCarthy was half a second off Carl Fogarty's lap record with a 1:36.1, while no times for Reynolds were available. The team will use Michelin tires in its assault on the World Superbike Championship.

KTM Sportmotorcycle USA will be offering pit support for all KTM entries at the three permanent remote pits in the upcoming Best in the Desert Vegas to Reno Off-Road race. The service is being provided by KTM in conjunction with the Southern California-based Sunset Off-Road. For more information, call 909/676-6366.

The FIM has announced two changes to the **1996 World Superbike Championship schedule**. The last two races will take place in Sentul, Indonesia, on November 10 and in Phillip Island, Australia on November 17. The schedule is as follows: April 14 - Misano, Italy; April 28 - Donington Park, England; May 12 - Hockenheim, Germany; May 19 - Le Mans, France; June 16 - Monza, Italy; June 30 - Brno, Czech Republic; July 21 - Monterey, California; August 8 - Brands Hatch, England; August 18 - Sentul, Indonesia; August 25 - Sugo, Japan; September 8 - Assen, Holland; October 6 - Albacete, Spain; November 10 - Sentul, Indonesia; November 17 - Phillip Island, Australia.

Cycle News Rider of the Month: Jeremy McGrath



We know, we know - Jeremy McGrath was just the *Cycle News* Rider of the Year, how could he be January's Rider of the Month as well?

Think about it. In three starts, the three-time Supercross Champion has remained unbeaten and - literally - unchallenged. As a matter of fact, McGrath has also won every heat race that he's competed in thus far into the 1996 AMA Supercross Series. With three races down and 15 to go, McGrath boasts a perfect 75 points and has already won one-fifth of the races. Ask anyone who's been to one of the first three rounds, and they'll agree that McGrath is showing no signs of letting up. It looks as if the competition - and the record books - are in for a beating in '96. McGrath is the all-time winningest rider in supercross history with 32 career victories, and is tied with the legendary Bob Hannah at the top of the "most championships" category. With any luck, he'll stand atop that category as well in a few months.

The just-announced **1996 Open European Road Racing Series** schedule is as follows: February 24 - Jerez, Spain; March 10 - Cartagena, Spain; May 5 - Albacete, Spain; June 16 - Braga, Portugal; July 28 - Misano, Italy; August 25 - Most, Czech Republic; October 13 - Magny-Cours, France; October 27 - Catalunya, Spain. The series will feature 125, 250cc and Superbike classes.

According to a press release from the **North American Super Bike Series**, the 1996 NASB/F-USA Series will be worth over $1 million to racers. The new series previously announced an event purse and series point fund of over $640,000 - but NASB marketing director Pat Murphy says that number is over $1 million. The series kicks off on February 17-18 at Willow Springs Raceway in Rosamond, California.

F-USA has decided to approve the use of 250cc Grand Prix bikes in its series in 1996 with motorcycles manufactured by Aprilia, Yamaha and Honda all meeting eligibility requirements for F-USA competition.

Colin Edwards II recently completed his first test of the off-season, riding a 1995 Yamaha YZF750 with updated rear suspension and the latest Dunlop tires, at the Shah Alam circuit in Malaysia. "The bike feels much better than last year," Edwards said. "The rear suspension works very well and we've improved the traction. The tires are also better and Dunlop is still working very hard on development. Even if we're not going to be racing here, the test was very important for me and the team and everything's worked well." Yoshikawa lapped at 1:27.73, with Edwards just a tick slower at 1:27.99. The Yamaha World Superbike team will begin testing in Australia on January 31.

Eighteen-year-old South African off-road racer **Clayton Enslin** will make his American racing debut in the upcoming Vegas to Reno Rally in Nevada. Enslin will ride a Kawasaki KX250 with sponsorship from FMF Racing, Kawasaki Team Green, Maxima Oil and Michelin tires.

Harley-Davidson Inc. has announced that it has agreed to sell most of its Holiday Rambler Recreational Vehicle Divison to Monaco Coach Corporation. The parties have signed an asset-purchase agreement for the sale of the manufacturing operations of Holiday Ramblers Recreational Vehicle Division and a letter of intent for the sale of 10 of the division's 14 Holiday World RV dealerships. The purchase price for the division will be approximately $50 million.

AMA Grand National racer **Georgie Price IV** will ride a DPC Racing Harley-Davidson in the 883 series in 1996, according to a press release issued by Price.

Daytona International Speedway is offering a "Formula USA Special" three-day ticket for the March 1-3 CCS/North American Super Bike/F-USA weekend which kicks off Camel Motorcycle Week in Florida. The $35 ticket includes infield admission and garage-area access. You must purchase the special ticket by 5 p.m. on Friday, March 1. For more information, call 904/252-BIKE.

Veteran road racer **Randy Renfrow** will be back for a full season of AMA 250cc Grand Prix racing in 1996, in addition to his one-time ride on Dale Quarterley's Ducati in the Daytona 200. Renfrow will race a Honda RS250 with backing from Moto Liberty, Dunlop and AGV as he makes a run for the AMA 250cc Grand Prix National Championship. "Hopefully, we won't have to go through the development work we had to go through last year. I'm looking forward to another season and I think the bike will be good."

According to a release from Honda, the Honda Rider's Club of America will sponsor Reg Pridmore and his **CLASS Motorcycle Riding Schools** in 1996. The VFR750F will be used as the official motorcycle of the CLASS school, which is offered at race tracks across the country. The first school of 1996 will take place at Willow Springs Raceway in Rosamond, California, on March 18. Pridmore and his staff will ride new Honda VFR750Fs.

RENEWED: Dunlop's road race agreements with Sport Tire Services of Torrance, California, and Race Tire Service of Antioch, Tennessee for 1996. The aforementioned companies are Dunlop's only agents for the distribution of slick road racing tires in the U.S.

AUTOGRAPH SIGNING: At the Cycle Madness Motorcycle Show and Sale at the Eastwood Expo Center in Niles, Ohio, on February 9-11 from 4 to 6 p.m. AMA 750cc Supersport Champion Tom

Continued on page 51

CYCLE NEWS

America's weekly motorcycle newspaper

Volume XXXIII

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National Headquarters
2201 Cherry Ave., Long Beach, CA 90806,
P.O. Box 498, Long Beach, CA 90801-0498
(310) 427-7433; (213) 636-8844.
FAX (310) 427-6685

Eastern Office
4188 First Ave., Tucker, GA, 30084;
mailing address P.O. Box 805,
Tucker, GA 30085-0805.
(770) 934-7850. FAX (770) 934-3112

e-mail
editor@cyclenews.com
subscribe@cyclenews.com
advertising@cyclenews.com

Internet
http://www.cyclenews.com

Cycle News (USPS 141-340) is published weekly except the last two weeks of the calendar year for $50.00 per year by Cycle News, Inc., 2201 Cherry Avenue, Long Beach, CA 90806. Second class postage paid at Long Beach, CA and at additional mailing office. Canada Post International Publications Mail #546615.

POSTMASTER: Send address changes to Cycle News, P.O. Box 498, Long Beach, CA 90801-0498.

To determine the expiration date of your subscription, check the four numbers on the first line of your address label. The first two digits indicate the last issue number you'll receive and the last two characters indicate the year of the last issue.

Subscription rates: Rates for the United States and its possessions for one year, (50 issues), $50.00; two years (100 issues), $95.00; six months, (25 issues), $26.00; trial sub (15 issues), $19.00. Canada and Foreign, one year (50 issues), $90.00; two years (100 issues), $175.00; six months (25 issues), $45.00; trial sub (15 issues), $38.00.

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VOICES
Letters to the editor

All revved up

I just received the January 31 edition (Issue #4), with its historical perspective of the modern sportbike. I was pleased - and surprised - to see two of my favorite bikes featured. The article on the Water Buffalo was short, but accurate. The GT-750 Le Mans was big, relatively fast, made a long ride a short ride, and was absolutely bullet-proof. I still own a '74 which has been cafed-out, crashed, and covered... but still runs 22 years after being built.

Colin Fraser was also correct in mentioning the K-Bike series (K100/K75) as significant also. Although BMWs have always been about longevity, 12 years after its introduction the K-series still sets standards by which other sport-touring models are judged. Being the proud owner of an '85 K100RS, which is rather pristine, I may be a bit one-sided in my choices. But choice is what motorcycling is all about. And, according to Fraser, I've made two correct ones so far.

Keep the excellent articles coming. Reading and riding are the two things I look forward to each week.

David M. Howell
Burbank, CA

All revved up II

What an excellent article ("All Revved Up," Issue #4, January 31). When I saw the cover I had a difficult time resisting the urge to bypass everything else and read Colin Fraser's historical perspective of the modern sportbike. When I finally got to it, I wasn't disappointed. It made me remember some of the cool bikes I had and a lot of the ones I wanted. One note though, the RZ500 does not have a rubber-mounted engine. I still have one of those.

I also love your Web page. Good work, guys!

Rob Covington
Placentia, CA

Donny Schmit

I was saddened this past week when I heard of the tragic death of two-time World Champion Donny Schmit. I can't believe seeing him at Mammoth last year for the Sound of Thunder Four-Stroke MX Championships where he did so well, and now hearing of his tragic death.

Not only was the motocross community stunned by the tragic death of J.D. Collins, but now we have lost another great person. Schmit was not only a world-class motocross competitor, he was so much more. He was what so many young motocross racers like me dream of - making it successfully in the sport of motocross. Godspeed, Donny.

Jeff Martin
smallblock@msn.com

It shocked me to hear that Donny Schmit had passed on to that motocross heaven. I had watched his career since he rode for Suzuki in 125cc AMA motocross. We were all glad to see Donny return from Grand Prix motocross with two World Championships. I was excited to see him ride in the Millville 250cc National and finish fourth. What a great accomplishment for a semiretired professional motocrosser. And to back that up by winning the 1995 Sound of Thunder Four-Stroke Championship.

As motorcyclists, we suffered many great losses in 1995. And to begin with two in the first month of the new year is devastating. However, all of these new racers in the sky are not lost but merely a part of every one of us who knew them or knew of them. Let all of us remember them and help continue living their dreams.

I wish I had the opportunity to have known Donny personally. My heart goes out to the Schmit family, because I too lost my sister tragically. Godspeed, Donny.

Bryan L. Peckinpaugh
motoduro@cw-f1.umd.umich.edu

We went back to Minnesota for the second supercross of the year expecting to see our friend Donny Schmit, to spend some time with him and his wife Carrie, catch up on all his latest adventures, talk about his upcoming schools, and laugh about old times. Old times like when he got taken in by the Highway Patrol on his way to a National when he stood his ground after they accused him of doing something he didn't think he did. They gave him one phone call and instead of calling for help, he called to check on his suspension for the weekend.

We never had that meeting in Minneapolis as Donny passed away that Friday, January 19, from complications resulting from a rare blood disorder that was discovered only days earlier.

If you were lucky enough to know Donny, you knew that he was a caring person and very fun to be around. Donny was very appreciative of anything that was done for him and always went out of his way to show his gratitude. One night before a National, some of Donny's friends tracked him down at his hotel. They had made a plaque for him and wanted to deliver it personally. Instead of taking the plaque, saying thanks and closing the door to go to sleep, Donny invited them in to talk, take pictures and show his appreciation for their support. This was Donny Schmit.

Donny will be missed by all and our thoughts and prayers go out to his family and friends, but we know that Donny would want people to cherish their memories of him, laugh about them with other friends and continue on.

Donny, we'll miss you. You'll never be forgotten and we will continue on.

Your friends at Pro Circuit
Anaheim, CA

The Minnesota motorcycle racing community as well as the entire world of motocross just lost a true ambassador of the sport when two-time World Champion Donny Schmit passed away recently.

My first encounter with Donny came when I was reporting on a local motocross race for this very publication a few years ago. I discovered that he was competing during the off-season of the World MX Championships just for fun. After he won his first moto of the day, I stopped by to see what he was up to. Needless to say, I was incredibly nervous. After all, it's not every day you get to interview a World Champion.

While signing autographs for a string of kids lined up at his van, he took the time to explain to me in detail what plans he had for the following season, and at the same time the personable champ made me feel right at home. I guess he just had a way with people.

After learning of his passing, I was truly shocked. All I can say is that he will be missed by many. My sincere condolences go out to the entire Schmit family.

Tim McBride
Shoreview, MN

Wise guy, eh?

Your January 13 issue lists our company as "the official travel agency of the AMA." This is an error. In past or present, we have been the official travel agency of the U.S. Grand Prix, Daytona 200, WERA, IDBA, Prostar, and the Easyriders Invitational Custom Bike Show. But never have we been affiliated with the American Medical Association.

Randy Warren
General Manager, TravelCraft
Corte Madera, CA

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INSIDE
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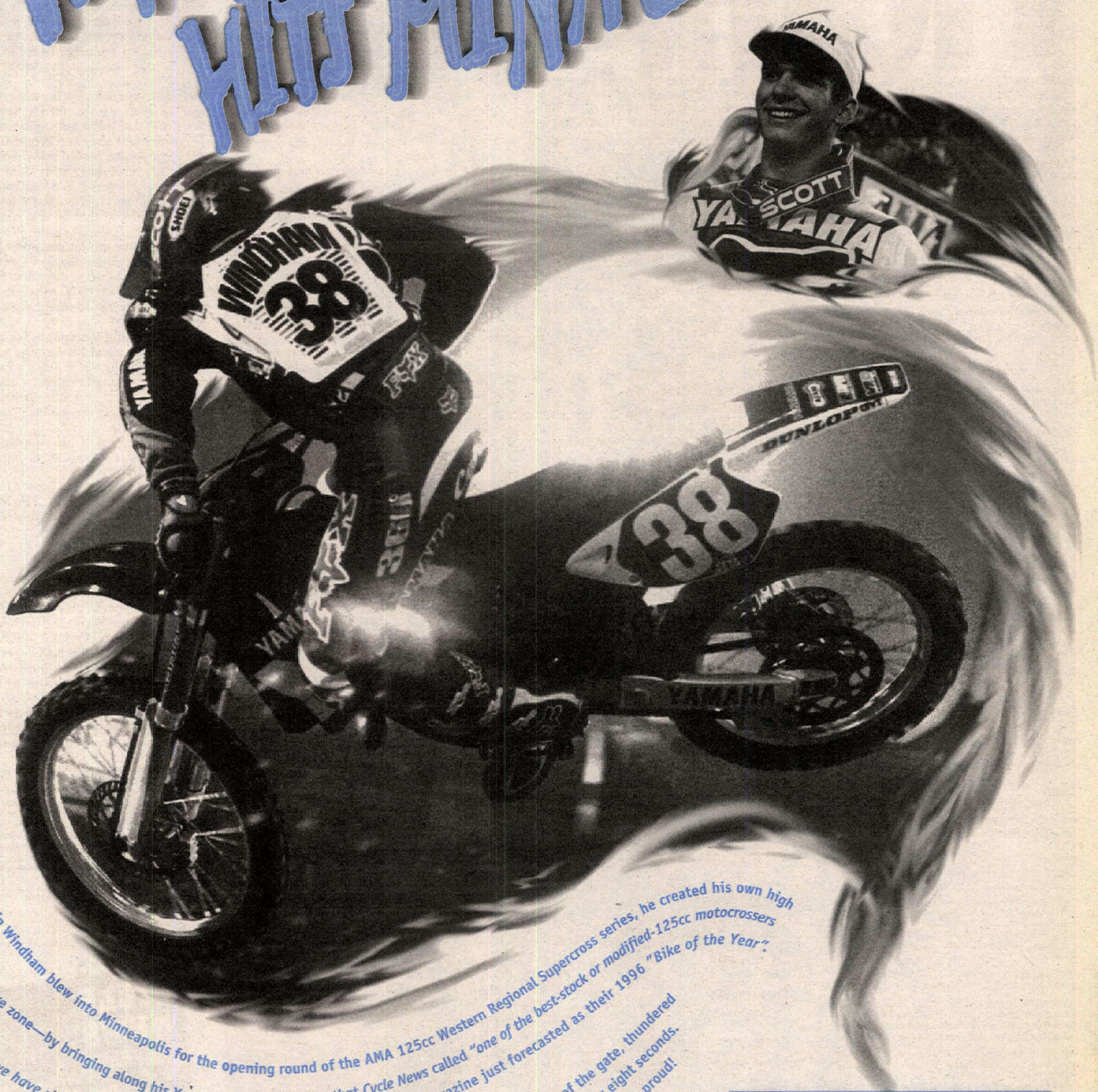
ON THE FRONT COVER

Who else?: Team Honda/1-800-Collect/Fox's Jeremy McGrath (1) gets the holeshot over Mike Brown (9) and the rest of the field en route to winning the Anaheim Supercross. Photo by Kinney Jones. Inset photo: Team Yamaha's Kevin Windham won the 125cc main. Photo by Scott Hoffman. See page 6 for the complete story.

WINDSTORM HITS MINNEAPOLIS



When Kevin Windham blew into Minneapolis for the opening round of the AMA 125cc Western Regional Supercross series, he created his own high pressure zone—by bringing along his Yamaha YZ125. The bike that *Cycle News* called *"one of the best-stock or modified-125cc motocrossers that we have ridden to date."* The same machine that *Motocross Action* Magazine just forecasted as their 1996 *"Bike of the Year"*.

Kevin wasted no time raining on everyone's parade. He blasted out of the gate, thundered to the front, and when the wind calmed down, he'd blown them all away by well over eight seconds.

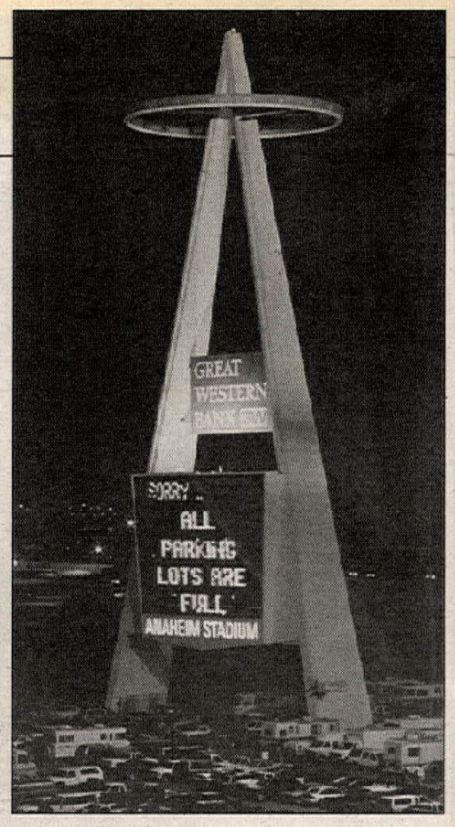
Congratulations to Team Yamaha's Kevin *"Windstorm"* Windham. You've made *"Hurricane"* Hannah proud!

YAMAHA

Professional rider depicted during closed-course event. Do not attempt these maneuvers. Dress properly for your ride with a helmet, eye protection, long sleeved shirt, long trousers, gloves and boots. Yamaha and the Motorcycle Safety Foundation encourage you to ride safely and respect the environment. For further information regarding the MSF rider course, please call 1-800-446-9227. Do not drink and ride. It is illegal and dangerous.©1996 Yamaha Motor Corporation, U.S.A. (Cypress, CA 90630)

Round 3: Anaheim Stadium

Home run



By Davey Coombs and Donn Maeda
Photos by Kinney Jones

ANAHEIM, CA, JAN. 28

Team Honda/1-800-Collect/Fox rider Jeremy McGrath continued to dominate the 1996 AMA Supercross Series by scoring yet another runaway win aboard his Skip Norfolk-tuned CR250. This time, his win came at Anaheim Stadium in front of a record crowd of 65,264 fans. McGrath had a near-perfect night at what he considers to be his hometown supercross, winning both his heat race and the 22-lap main event to keep his perfect 1996 winning record in tact. The victory also marked his record-extending 32nd career win in AMA 250cc Supercross racing.

Finishing about 10 seconds behind McGrath was another local star, Team Kawasaki's Damon Huffman - who stood on the podium for the first time in his 250cc career. Filling out an all-Californian podium was McGrath's fellow Honda box-vanner, Steve Lamson, who hails from the northern part of the state.

This year's edition of the Anaheim event marked the sixth year in a row that McGrath has stepped into the winner's circle ahead of everyone. In 1991 and '92, McGrath won the Western Regional 125cc main event on Pro Circuit-backed Hondas, and he's won the 250cc class every year since he became a full-fledged member of Team Honda.

"This is my favorite event of the year and I came here to win," said McGrath, who hails from nearby Canyon Lake. "A lot of my friends and family come out here to watch and this was the first place I ever won a 250 main, so I'm always going to be pumped for a win here. And I'm here to stay. I'm still a pretty young guy and I've got a few years left in me." McGrath is 24 years old.

McGrath felt welcome at home at Anaheim, but the event was downright rude to two of his closest rivals for the title. Yamaha's Damon Bradshaw's race (in his first visit to the "Big A" since 1993) turned into what could only be described as a nightmare. Bradshaw, second in points coming into the event after two-straight podium finishes, failed to qualify directly into the main event from both his heat race and semi. He suffered the indignity of making the 250cc main event by winning the Last Chance Qualifier, which also guaranteed him a terrible pick at the starting gate. Bradshaw started out poorly, passed just a few riders, then crashed

(Opposite page) Jeremy McGrath scored his 32nd career win in front of a highly partisan crowd. Including 125cc main events, McGrath has been undefeated in Anaheim Stadium for five straight years.

(Above) For the second race in a row, Team Yamaha's Kevin Windham topped the Western Regional 125cc main event. Like 250cc-class winner Jeremy McGrath, Windham had a huge lead and took time to do a little showboating of his own. (Left) Kawasaki's Damon Huffman overcame a mediocre start and raced to second place. It was the Californian's first 250cc-class podium finish. Here, he passes Suzuki's Mike LaRocco for what he says was the first time in his career.

over the handlebars at the end of a sandy straightaway. He ended up finishing a lowly 19th and dropped to seventh in the series rankings.

Third in the standings coming into Anaheim was Team Great Western Bank's Phil Lawrence, who appeared to be setting himself up as the Larry Ward-style privateer hero of the year. Lawrence overcame a bad start and had moved into sixth place late in the race, but a last-lap crash cost him a half dozen spots. It also ruined a perfect opportunity for him to capitalize on Bradshaw's disastrous night and move into second in the standings.

McGrath is still at the top of the points charts with a perfect score of 75 while Mike LaRocco, fourth on the night, is up to second with a total of 54 points. The third-ranked rider is Huffman, who boasts 52. Sitting in fourth with 48 is Team Honda of Troy/Sinisalo's Mike Craig, who has been showing a newfound spirit of consistency this season.

Can McGrath win them all? "No, I don't think so," said the three-time champion. "I can sure try, but I don't think that I can. I just want to be consistent and win the title. As far as races go, if I can win 10 again I will be stoked."

While McGrath was making mincemeat out of the 250cc field, Team Yamaha's Kevin Windham was doing a little damage of his own in the Western Regional 125cc main. For the second week in a row the 17-year-old Windham took control of the 15-lap event near the halfway mark and eased away for the win on his Alley Semar-prepped Yamaha YZ125. Team Chaparral/FMF's Greg Schnell enjoyed his best-ever finish as he crossed the finish line a distant second after leading the early parts of the race. Suzuki's James Dobb rode well and greeted the checkered flag in third. The Englishman started poorly, but charged hard and fast as he moved into the final podium position.

"My confidence is really up right now and I feel real good about the way that I'm riding," said Windham, who is more than making up for his injury-plagued rookie year of 1995. "I would have never thought it possible to come in and sweep the first two races like this, but now I'm taking it race by race. But I can tell you that I would love to win them all."

After two weeks of relatively easy but passing-friendly tracks, the Dirt Wurx-constructed Anaheim circuit was a technically difficult layout which provided few opportunities for straight-up passing and side-by-side racing. The field was littered with small jumps, bumps and grooves, making the riders look as if they were in a popcorn popper as they bounced around the course. In other words, the jump-laden design was a return to recent supercross theory, unlike the retro tracks of Orlando and Minneapolis. The new course was not popular with most of the riders.

"I like the more technical tracks, but this one was real difficult to pass on," said LaRocco, who had been a critic of the first two tracks on the circuit. "Everything here was easy to do and you could use the inside line to do everything, so it was really difficult to get a wheel in on anyone."

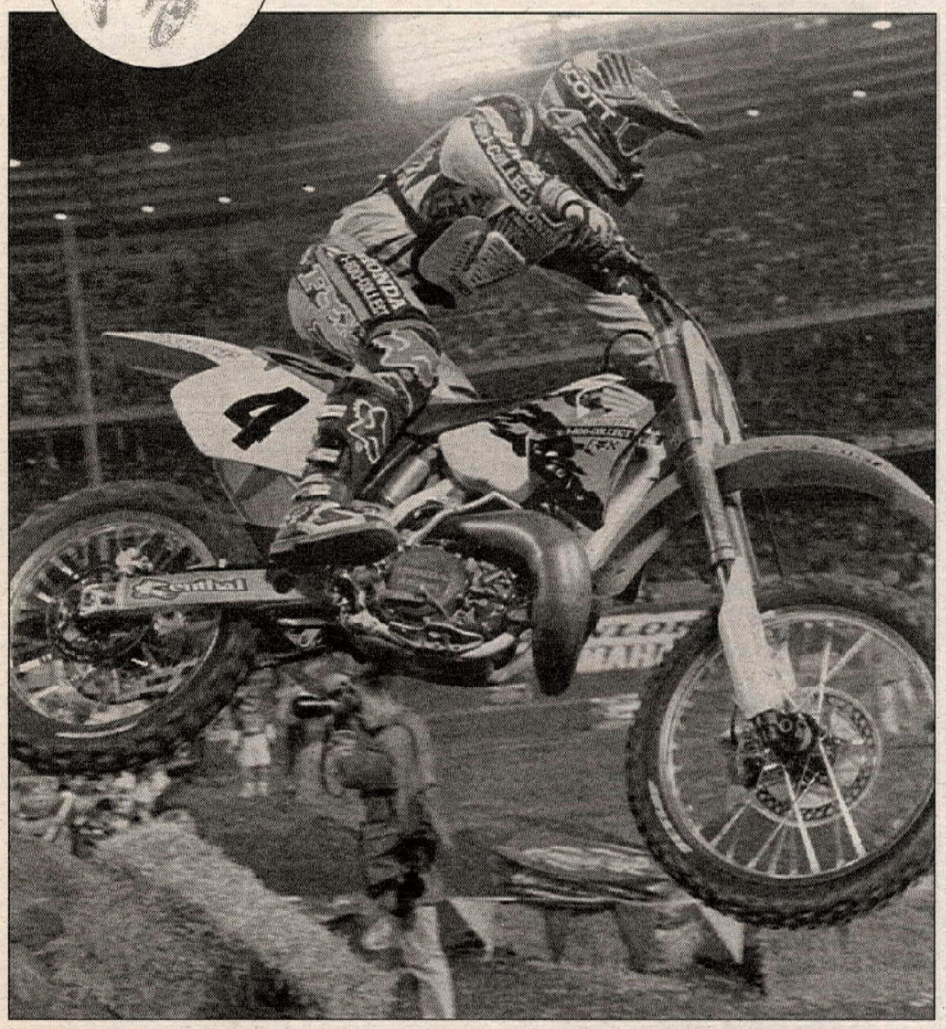
250cc

Team Kawasaki's Ryan Hughes, Team Xtreme's Jimmy Button and Team Chaparral/FMF's Larry Brooks each started their night off on low notes as they failed to complete the first lap of the first 250cc heat race without incident. Hughes and Button went down right after the start with a smattering of other riders while Brooks snapped the chain on his Yamaha and coasted to a stop. Out front was the Honda of Lamson, followed by Shaun Kalos, Huffman and current All-Japan National MX Champion Jeff Matiasevich, once a favorite of the Anaheim crowd.

Bradshaw held fourth in the early going, but a few miscues would cost him a qualifying spot. Lawrence was seventh from the start. Kalos rode defensively in a bid to hold back the faster Huffman but, after crowding him over the big triple coming down the first base line, he lost the position on the third base triples. Huffman immediately set his sights on Lamson and, in a preview of things to come, passed the veteran in the closing stages of the race.

While Huffman and Lamson rode away with the lead positions, Kalos was left to defend his position next against the Kawasakis of Matiasevich, Bradshaw, a charging Lawrence, and Pro Circuit's moonlighting 125cc specialist Mickael Pichon. For the rest of the event

Round 3: Anaheim Stadium



(Left) Reigning 125cc National Champion Steve Lamson finally rid himself of the bad luck that has plagued him thus far in 1996. Lamson was a solid third.

Kalos and Matiasevich did a fine job of holding off the three favored riders behind them. Pichon passed both Lawrence and Bradshaw on the last lap, but could not get a wheel in on Matiasevich. He was forced into the round of semis along with the others.

McGrath's holeshot of the second heat race was to no one's surprise. In close formation behind him were the Suzukis of three-time World Champion Greg Albertyn and two-time National Champion Mike LaRocco. But within a lap, Honda of Troy's Mike Brown aggressively passed both of the yellow bikes and took control of second. LaRocco would repass Brown a short time later.

Deep in the field rode Kawasaki's Jeff Emig, who was just beginning what would turn out to be a terrible night of his own. He failed to qualify via the heat race - along with visiting French Motocross des Nations star Sebastian Tortelli and Team Great Western Bank's Denny Stephenson.

McGrath won comfortably with LaRocco an equally secure second ahead of Brown. An exciting battle for the fourth and final transfer spot erupted between Albertyn, Suzuki's Ezra Lusk and Craig, who provided the crowd with several stirring pass attempts on the tight track. The bulk of his shots were aimed at fifth-placed Lusk, which gave Albertyn time to escape from the pair on the white flag lap. Lusk ran off the track coming across the jump-strewn infield and lost the meaningless position to Craig with just two turns to go.

Brooks got his chain back on in time to lead the first semi ahead of fellow Yamaha-mounted privateer Kyle Lewis, Button, Lawrence, Hughes, Honda of Houston's Jeff Dement and Pichon. Bradshaw was back in about 10th. Lewis displaced Brooks and tried to break away from the long parade that was following. Brooks was quickly relegated to a non-qualifying position as Hughes, Lawrence and Pichon charged through, Pichon passing him with a muscular move in one of the many banked corners. Bradshaw also passed Brooks, but could not improve from there, meaning that he would have to serve as the feature act in the privateer-packed LCQ.

Up front, Noleen/Sizzler rider Lewis continued to hold the lead all the way past the checkered flag while Hughes edged out Button for second. Pichon kept firing and passed Lawrence for fourth, though "Factory Phil" was able to hold on to the fifth and final transfer spot.

Honda of Troy/Sinisalo's fourth rider, Brian Swink, shared the holeshot with Lusk going into the left-handed first turn in semi two with Craig and Emig in close formation. Team Great Western Bank's Buddy Antunez, OCS-sponsored Scott Sheak, the SMP-shod Tommy Clowers and Kawasaki-mounted Tortelli followed.

Both Craig and Emig forced their way past Lusk within a few laps and went after Swink. Lusk tipped over and surrendered his qualifying spot to Antunez and Sheak. The oft-injured Lusk was able to put it together in time to get back around Sheak, but the New York-bred rider came right back at Lusk. He got alongside "Yogi" and tried to jump past him on the outside of the short double jump that closed out this week's sandbox section, but ended up on his head instead. Swink threw a few of his popular jump tricks out to the crowd on the last lap as he aimed his Honda for the winner's circle ahead of Craig, Emig, Antunez and Lusk.

All eyes were on Bradshaw at the start of the LCQ, and he lost the race in turn one to Suzuki-mounted Clowers and former KTM factory rider Dement. But within a lap the no-nonsense Bradshaw pulled into the lead position to earn the 19th pick on the gate in the 250cc main event. Dement earned the second and final transfer position.

When the main event got under way, Suzuki's Albertyn continued his string of lightning starts and swept around the outside of turn one and into the lead with McGrath holding control from the inside. The Hondas of Lamson, Brown and Craig were next, while LaRocco, Lewis, Swink, Huffman and Antunez made up the next set of riders over the first-base-side triple jumps.

At the back of the pack, Lusk and Kalos rode around slowly after making early mistakes. Back there with them were Bradshaw and Emig, who were having a terrible time finding places to pass on the Anaheim track. Emig made things worse for himself when he pushed too hard through the whoops and hit the ground at speed. He lay there momentarily, shaking out the butterflies before getting back into the race. Later on, the frustrated Kawasaki rider rode as fast as McGrath, who didn't lap him even though he started to bear down on the former 125cc National champ with 10 laps to go.

"I felt better than I ever have in my whole 250 supercross career, but I just couldn't get to the first turn," said a disappointed but gracious Emig. "I felt fast in my practice, my heat, the semi and all that. I was back in the pack and I was charging as hard as I could, but I just went down. That was just a racing thing there and I rang my bell. And while I was laying there I looked up and saw the guy I was planning on beating all week out front - that's the point when you realize that you just aren't going to win tonight. It's not the best feeling."

While McGrath began to sprint away just a lap or two into the race, Albertyn was left to stem the rest of the pack. The South African proved to be no match for Lamson, who seemed set on hunting down McGrath after poor showings in the first two rounds.

"I know I'm as fast as Jeremy is when we ride together," said 125cc National Champion Lamson. "After the start I just tried to stay second and not worry about where he was going or who was behind me, but just keep the pace. Once he got out there I tried to stay even and see where he was going."

"I wanted to get away from Lammy and everyone else so that they couldn't pick up on my lines," said McGrath. "It seemed to work out well enough."

"McGrath gets a good start and I've got to get out front with him to race with him," said a disgruntled LaRocco. "I got a good enough start tonight, but I wasn't up there with him."

After five laps McGrath held a lead of about six seconds over Lamson, with Albertyn, Brown, a rapidly charging Huffman, Craig, LaRocco, Lewis and Button. Hughes and Lawrence - both victims of bad starts - were at the back of that long train.

"I got out of the gate maybe 10th or so, but once I got around LaRocco I really started to get it going," said Huffman, who added that this race probably marked the first time in his career that he ever passed the veteran LaRocco. "I started to ride smoother, and then I just kept going up through the pack."

Huffman was up to third by lap seven, and found himself with seven seconds separating him and Lamson. Slowly but surely, Huffman closed the gap on Lamson, and found himself breathing down the Honda rider's neck on lap 15. It took only two laps of trying for the two-time Western Regional 125cc Champion to find a way past. Once into second, the baby-faced Kawasaki rider was never seriously challenged.

Lamson held on to third and enjoyed his best finish of the season, while LaRocco, Hughes, Craig and Lewis followed at a distance and rounded out the top seven in single-file fashion.

"I knew that Huffman was coming the whole time I was in second," said Lamson. "He had some faster lines in the whoops, but I tried not to think about it. After he passed, me, I actually started to ride a little smoother."

125cc

Team SplitFire/Pro Circuit/Kawasaki's David Pingree led the way at the start of the 15-lap Western Regional 125cc main event, but heat-race winners Schnell and Windham waited only one lap to motor past and into the top two positions. An aggressive pass by Schnell sent Pingree reeling on a banked right-hander, and the Kawasaki rider would finish an eventual seventh.

Schnell held control of the lead for a full six laps aboard his Chaparral/American Suzuki/FMF machine, even though Windham was trying every trick in the book to find a way past. Windham was finally able to make a pass stick on the eighth lap, and from that moment on, the race for the lead was over.

"I knew Kevin was back there. I kept seeing his front wheel," said Schnell, who was still quite pleased with second. "This makes up for the bad luck I had last week. I hope to get stronger as the series goes on."

With a clear track ahead of him, Windham pulled away with relative ease and looked smooth and comfortable aboard his factory Yamaha. On the final lap, the usually calm and quiet Louisianian cut loose with a candy-bar heel clicker over one set of triples, and waved to the crowd on the other set.

"I felt great out there," said Windham. "I rode with Mike Metzger a lot last year, and I figured if he can do it, why can't I?"

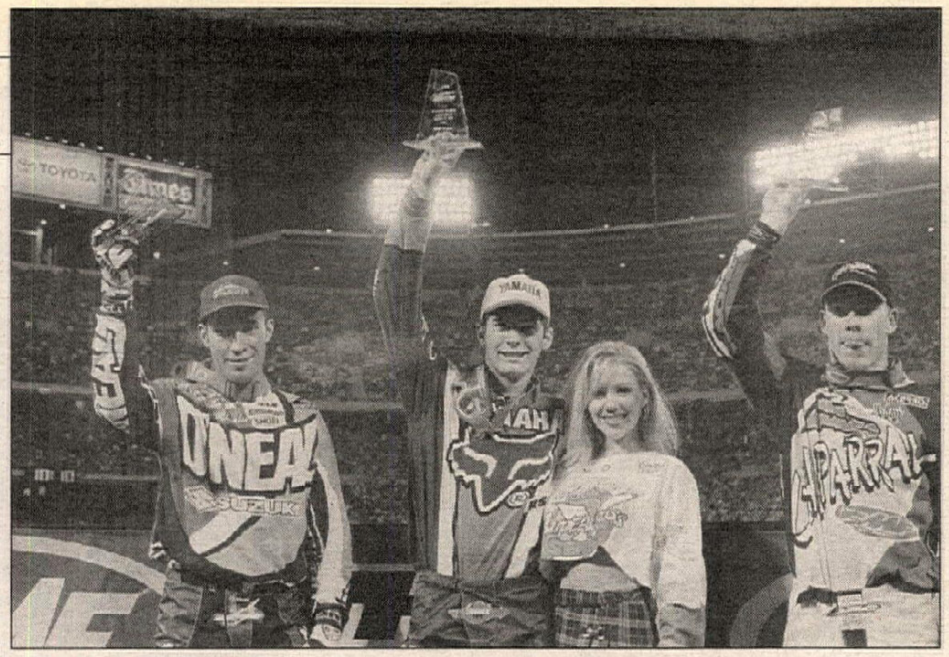
Schnell was a lonely second ahead of Englishman Dobb, who overcame a sixth-place start and rounded out the top three. The Quicksilver-sponsored Suzuki factory rider passed three riders on the first lap and battled briefly with Clawson Motorsports' Rusty Holland before pulling away. Frenchman David Vuillemin was arguably one of the fastest riders on the track, as he started 17th and worked his way into fourth at the finish. Team Primal Impulse/Bill's Pipe's/Honda rider Pedro Gonzalez showed flashes of his true speed as he raced into fifth after starting 15th. The likable Mexican was relieved to break into the top five after failing to qualify at the series opener. CN

Anaheim Stadium
Anaheim, California
January 27, 1996 (Round 3 of 15)

125 HEAT 1 (6 laps, top 9 transfer): 1. Greg Schnell (Suz); 2. James Dobb (Suz); 3. David Pingree (Kaw); 4. Casey Lytle (Hon); 5. Kim Ashkenazi (Suz); 6. Casey Johnson (Kaw); 7. David Vuillemin (Kaw); 8. Shane Trittler (Suz); 9. Pedro Gonzalez (Hon); 10. Mike Chamberlain (Yam); 11. Ryan Clark (Suz); 12. Tyler King (Hon); 13. Steve Andrich (Suz); 14. Erick Vallejo (Kaw); 15. Marlo Painter (Hon); 16. Jake Windham (Suz); 17. Scott Davis (Kaw); 18. Shawn Waring (Kaw); 19. Terrance Malan (Suz); 20. Larry Linkogle (Yam).

125 HEAT 2 (6 laps, top 9 transfer): 1. Kevin Windham (Yam); 2. Mike Brandes (Suz); 3. Mike Metzger (Hon); 4. Ryan Huffman (Hon); 5. Travis Hodges (Kaw); 6. Jeff Willoh (Hon); 7. Travis Preston (Suz); 8. Dustin Nelson (Kaw); 9. Jason McCormick (Kaw); 10. Tony Graves (Suz); 11. Jimmy Lamastus (Hon); 12. Keith Troccoli (Suz); 13. Mat Bateman (Yam); 14. Ryan Leach (Hon); 15. Tebro Nakayama (Hon); 16. Anthony Whipple (Hon); 17. Scot Steffy (Hon); 18. Casey Peck (Hon); 19. Rusty Holland (Suz); 20. Mark Easley (Kaw).

125 LCQ (4 laps, top 4 transfer): 1. Mike Chamberlain (Yam); 2. Erick Vallejo (Kaw); 3. Rusty Holland (Suz); 4. Ryan Clark (Suz); 5. Tony Graves (Suz); 6. Steve Andrich (Suz); 7. Jimmy Lamastus (Hon); 8. Tyler King (Hon); 9. Keith Troccoli (Suz); 10. Mat Bateman (Yam); 11. Anthony Whipple (Hon); 12. Jake Windham (Suz); 13. Scot Steffy (Hon); 14. Tebro Nakayama (Hon); 15. Scott Davis (Kaw); 16. Shawn Waring (Kaw); 17. Marlo Painter (Hon); 18. Ryan Leach (Hon); 19. Terrance Malan (Suz); 20. Casey Peck (Hon); 21. Larry Linkogle (Yam); 22. Mark Easly (Kaw).



(Left) Californians swept the 250cc class. Damon Huffman, Jeremy McGrath and Steve Lamson celebrate.
(Above) Third-placed James Dobb, winner Kevin Windham and runner-up Greg Schnell were all smiles after the Western Regional 125cc main event.

125 MAIN: 1. Kevin Windham (Yam); 2. Greg Schnell (Suz); 3. James Dobb (Suz); 4. David Vuillemin (Kaw); 5. Pedro Gonzalez (Hon); 6. Rusty Holland (Suz); 7. David Pingree (Kaw); 8. Michael Brandes (Suz); 9. Jeff Willoh (Hon); 10. Casey Johnson (Kaw); 11. Travis Preston (Suz); 12. Kim Ashkenazi (Suz); 13. Shane Trittler (Suz); 14. Erick Vallejo (Kaw); 15. Mike Chamberlain (Yam); 16. Mike Metzger (Hon); 17. Casey Lytle (Hon); 18. Jason McCormick (Kaw); 19. Ryan Huffman (Hon); 20. Ryan Clark (Suz); 21. Dustin Nelson (Kaw); 22. Travis Hodges (Kaw).

AMA WESTERN REGIONAL 125cc SUPERCROSS CHAMPIONSHIP SERIES POINT STANDINGS (After 3 of 7 rounds): 1. Kevin Windham (50/2 wins); 2. James Dobb (35); 3. Greg Schnell (31); 4. David Pingree (30); 5. (TIE) Michael Brandes/Rusty Holland (27); 7. Kim Ashkenazi (20); 8. David Vuillemin (18); 9. Pedro Gonzalez (16); 10. (TIE) Casey Johnson/Jeff Willoh (12); 12. Travis Preston (10); 13. (TIE) Shane Trittler/Travis Hodges (8); 15. Erick Vallejo (7); 16. Mike Chamberlain (6); 17. (TIE) Mike Metzger/Ryan Huffman (5); 19. Casey Lytle (4); 20. Jason McCormick (3).

AMA EASTERN REGIONAL 125cc SUPERCROSS CHAMPIONSHIP SERIES POINT STANDINGS (After 2 of 12 rounds): 1. Mickael Pichon (47/1 win); 2. (TIE) Tim Ferry/John Dowd (40); 4. Brian Deegan (24); 5. Scott Sheak (20); 6. (TIE) Nathan Ramsey/Jim Neese (18); 8. Davey Yezek (17); 9. Barry Carsten (16); 10. (TIE) Jeff Curry/Cory Keeney (13); 12. Anthony Pocorobba (11); 13. Tom Clowers Jr. (9); 14. Shawn Perolio (8); 15. Mike Treadwell (7); 16. Joe Oehlhof (6); 17. Robbie Skaggs (5); 18. (TIE) Jean-Sebastien Roy/David Kratz (4); 20. Steven Herman (3).

250 HEAT 1 (8 laps, top 4 transfer): 1. Damon Huffman (Kaw); 2. Steve Lamson (Hon); 3. Shawn Kalos (Yam); 4. Jeff Matiasevich (Kaw); 5. Mickael Pichon (Kaw); 6. Phil Lawrence (Kaw); 7. Damon Bradshaw (Yam); 8. Ryan Hughes (Kaw); 9. Jeff Dement (Hon); 10. Jimmy Button (Yam); 11. Bethys Thierry (Hon); 12. Kyle Lewis (Yam); 13. Donald Upton (Hon); 14. Atsuta Takateru (Hon); 15. Cory Keeney (Yam); 16. Jeff Hedden (Suz); 17. Tommy Johansson (Kaw); 18. Nasamori Enomoto (Kaw); 19. Spud Walters (Suz); 20. Larry Brooks (Yam).

250 HEAT 2 (8 laps, top 4 transfer): 1. Jeremy McGrath (Hon); 2. Mike LaRocco (Suz); 3. Mike Brown (Hon); 4. Greg Albertyn (Suz); 5. Mike Craig (Hon); 6. Ezra Lusk (Suz); 7. Brian Swink (Hon); 8. Buddy Antunez (Kaw); 9. Lee Hogan (Yam); 10. Sebastien Tortelli (Kaw); 11. Jeff Emig (Kaw); 12. Scott Sheak (Suz); 13. Tom Clowers Jr. (Suz); 14. Masaya Kohashi (Hon); 15. Brian Deegan (Hon); 16. Marc Ramsey (Hon); 17. Tamase Tanaka (Hon); 18. Jim Polvony (Kaw); 19. David Castillo (Kaw); 20. Denny Stephenson (Kaw).

250 SEMI 1 (6 laps, top 5 transfer): 1. Kyle Lewis (Yam); 2. Ryan Hughes (Kaw); 3. Jimmy Button (Yam); 4. Mickael Pichon (Kaw); 5. Phil Lawrence (Kaw); 6. Damon Bradshaw (Yam); 7. Larry Brooks (Yam); 8. Jeff Dement (Hon); 9. Spud Walters (Suz); 10. Nasamori Enomoto (Kaw); 11. Bethys Thierry (Hon); 12. Cory Keeney (Yam); 13. Donald Upton (Hon); 14. Atsuta Takateru (Hon); 15. Tommy Johansson (Kaw); 16. Jeff Hedden (Suz).

250 SEMI 2 (6 laps, top 5 transfer): 1. Brian Swink (Hon); 2. Mike Craig (Hon); 3. Jeff Emig (Kaw); 4. Buddy Antunez (Kaw); 5. Ezra Lusk (Suz); 6. Sebastien Tortelli (Kaw); 7. Brian Deegan (Hon); 8. Lee Hogan (Yam); 9. Marc Ramsay (Hon); 10. Denny Stephenson (Kaw); 11. Tom Clowers Jr. (Suz); 12. Tamase Tanaka (Hon); 13. Jim Povolny (Kaw); 14. Scott Sheak (Suz); 15. Masaya Kohashi (Hon); 16. David Castillo (Kaw).

250 LCQ (4 laps, top 2 transfer): 1. Damon Bradshaw (Yam); 2. Jeff Dement (Hon); 3. Denny Stephenson (Kaw); 4. Lee Hogan (Yam); 5. Brian Deegan (Hon); 6. Larry Brooks (Yam); 7. Sebastien Tortelli (Kaw); 8. Scott Sheak (Suz); 9. Masaya Kohashi (Hon); 10. Cory Keeney (Yam); 11. Atsuta Takateru (Hon); 12. Bethys Thierry (Hon); 13. Spud Walters (Suz); 14. Jeff Hedden (Suz); 15. Jim Povolny (Kaw); 16. Tommy Johansson (Kaw); 17. Tamase Tanaka (Hon); 18. Tom Clowers Jr. (Suz); 19. Nasamori Enomoto (Kaw); 20. Donald Upton (Hon); 21. Marc Ramsay (Hon); 22. David Castillo (Kaw).

250 MAIN: 1. Jeremy McGrath (Hon); 2. Damon Huffman (Kaw); 3. Steve Lamson (Hon); 4. Mike LaRocco (Suz); 5. Ryan Hughes (Kaw); 6. Mike Craig (Hon); 7. Kyle Lewis (Yam); 8. Jimmy Button (Yam); 9. Mickael Pichon (Kaw); 10. Brian Swink (Hon); 11. Jeff Emig (Kaw); 12. Phil Lawrence (Kaw); 13. Greg Albertyn (Suz); 14. Mike Brown (Hon); 15. Ezra Lusk (Suz); 16. Jeff Dement (Hon); 17. Jeff Matiasevich (Kaw); 18. Buddy Antunez (Kaw); 19. Damon Bradshaw (Yam); 20. Shawn Kalos (Yam).

AMA 250cc SUPERCROSS CHAMPIONSHIP SERIES POINT STANDINGS (After 3 of 15 rounds): 1. Jeremy McGrath (75/3 wins); 2. Mike LaRocco (54); 3. Damon Huffman (52); 4. Mike Craig (48); 5. Phil Lawrence (46); 6. Ryan Hughes (45); 7. Damon Bradshaw (44); 8. Steve Lamson (37); 9. Jeff Emig (36); 10. Brian Swink (35); 11. Kyle Lewis (32); 12. Mike Brown (23); 13. Ezra Lusk (22); 14. Greg Albertyn (18); 15. Jimmy Button (15); 16. Kevin Windham (14); 17. Larry Brooks (13); 18. Mickael Pichon (12); 19. Jeff Dement (10); 20. Denny Stephenson (8).

Briefly...

Team Suzuki debuted their **new triple-axle semi** at Anaheim, but team riders **Greg Albertyn**, **Mike LaRocco**, **Ezra Lusk** and **James Dobb** continued to pit in their usual box vans, which were parked behind the monstrous rig. The yellow, blue, white, red and black design of the new semi is visually stunning, but team manager **Roger DeCoster** reported that it would have to be repainted. "The 'Suzuki' logo on the side is slanted, and doesn't meet the corporate standards," said DeCoster. "The semi will have to be repainted with the correct logo, so we will use the box vans until Atlanta (February 24)."

Team Suzuki mechanic **Tony Berlutti**, who is wrenching for **James Dobb** in the absence of his usual rider **Craig Decker**, admitted that he is a bit hesitant about the new semi. "I love the impact that it has, but honestly, I guess I'll have to experience working in it to see how it is," he said. "I think it might get crowded with all the riders and mechanics, but I guess we'll see."

And speaking of **Craig Decker**, the factory Suzuki rider was on hand as a spectator at Anaheim. After breaking his back at last year's season-ending Las Vegas Supercross, Decker has yet to return to race action. "I started riding briefly at the end of last season," said Decker. "I felt fast and my timing was there, but I saw the dcotors again at the start of the year and they said that I should still wait a while to get on a bike."

Jeremy McGrath and **Jeff Emig** both showed up at Anaheim with new **chrome Troy Lee paint jobs** on their helmets. Both helmets were painted specifically for the event, and were to be retired at the end of the night. Emig's chrome spray job boasted his usual fighting bull on the top and tattoo-style black swirls on the sides. McGrath's helmet, meanwhile, was gold and had two $100 bills clear coated on each side. When asked if they were real, and if Troy provided the currency, McGrath replied, "Of course, and of course."

A fourth rider was pitted in the Kawasaki factory semi at Anaheim Stadium - third-ranked All-Japan National Champiship rider **Masanori Enomoto**. The Japanese rider will compete in three rounds - Anaheim, Seattle and San Diego - just like he did in '95. "The weather in Japan is too bad for riding," said the Kawasaki of Japan factory rider. "I came here to learn. There are not many tracks in Japan." Enomoto failed to qualify for the 250cc-class main after crashing in the LCQ.

Several new outside industry **shoe sponsors** have entered into the supercross inner circle. **Simple** sponsors the entire Honda of Troy/Sinisalo squadron, as well as Chaparral rider Brian Deegan, and **Vans** is supporting the Great Western Bank team and 125cc National Champion Steve Lamson. Simple and Vans join **Airwalk** and **Nike**, who have been sponsoring various other riders for several years.

Cannondale has joined other bicycle companies **GT**, **Yeti** and **Answer/Manitou** as a sponsor of one of the series' elite. **Steve Lamson** took delivery of a new Cannondale Super-V Active downhill mountain bike earlier in the week, and displayed a Cannondale logo on the visor of his helmet. "It's really nice," said Lamson. "I plan to do a whole lot of training on that thing." Apparently, the three days prior to the Anaheim round were enough to yield good results.

Yamaha's **John Dowd** did not compete in the 250cc class as expected, as the popular New Englander suffered a few bruises and sprains in a crash in last week's Minneapolis 125cc main event. "I popped my left thumb and bruised up my right shoulder and side," said Dowd. "I didn't want to jeapordize my chances in the 125cc class, so I decided not to ride hurt tonight. Hopefully, I'll be back on a bike in Seattle next week." Dowd is currently tied for second with Suzuki's **Tim Ferry** in the Eastern Regional 125cc class point standings. Like Dowd, Ferry elected not to compete in Anaheim.

Former 250cc World Champion road racer **John Kocinski** was spotted in the pits at Anaheim. "I try to get to two dirt bike races every year - the Sacramento Mile and the Anaheim Supercross," said the newly signed Ducati factory rider. "I like to ride these things, but I wouldn't call it motocross riding when compared to what these guys do."

Team Primal Impulse/Bill's Pipes/Honda rider **Robbie Reynard** will be sidelined for eight to 12 weeks, as he suffered a broken vertebra in his neck in a crash at the Guthrie, Oklahoma, round of the AMA Super Arenacross Series. "The doctors didn't catch it at first," said team owner Kirk Clovis. "So Robbie tried to ride at Minneapolis. He did great in his heat, but it hurt him too much in the main. He went back to the doctors the next day and they found out that his second vertebra is broken. It's a big, big disappointment." Remaining team rider **Pedro Gonzalez** picked up the slack by finishing a credible fifth in the 125cc main.

All-Japan National MX Champion **Jeff Matiasevich** competed at Anaheim and finished 17th in what was his first supercross race in two years. The former Kawasaki and Suzuki factory rider spent the past year racing in Japan, and easily won the country's premier title, Matiasevich was impressive in his heat race, finishing fourth and earning a direct transfer, but a crash held him back in the main. "I was starting to feel better and better," he said. "I was having a hard time at first. My timing was off because the tracks in Japan are so fast and flat." Matiasevich was pitted inside the SplitFire/Pro Circuit/Kawasaki semi.

Team Kawasaki's **Damon Huffman** wore a **special Axo chest protector** at Anaheim that was given to him by Axo's Scott Taylor just before the opening ceremonies. The back panel on which Huffman's name and number appeared was illuminated by a small fluorescent light. "I'm not gonna catch on fire or anything, am I?" joked Huffman. Though the glowing panel was quite visible during opening ceremonies when the lights were dimmed, it was not noticeable during the race.

The **Top Finishing Promoter Award** at Anaheim went to FMF/SSC/Answer/Shoei/Pro Taper/Scott/N-Style-sponsored **Shane Trittler**, who raced to 13th in the 125cc main event. The lanky Californian runs **Castaic Lake MX Park**, a supercross-style race track in nearby Valencia, California.

Larry Naston reports that despite rumors that he would no longer announce supercross events, he will in fact call the action at a total of nine events in 1996. "I'll also be announcing at 18 to 24 rounds of the NASCAR Craftsman Truck Series events in '96, but my first love will always be supercross," admitted Naston. "I'll never leave it."

Honda of Troy/Sinisalo rider **Larry Ward** watched the action at Anaheim from the stands, as he is out of action for several more weeks with a broken thumb. "I thought it was broken all along, but I had three or four X-rays and nothing showed up," said Ward, referring to the injury he suffered at an off-season race. "Then after Orlando I had a bone scan done, and they found the break. They casted it up and said that I could probably race at Atlanta. From here on out, I guess I'll just have to try to win as many races as I can. Last year, when I figured out that I could finish the series in second, I kinda held back and played it safe. Well, when I come back, there's nothing to play it safe over, and I'm gonna let it all hang out."

Round 1: KTM/Oasis Gran Prix

Davis Ty's one on

By Anne Van Beveren
Photos by Tom Van Beveren

MESQUITE, NV, JAN. 20

Kawasaki Team Green's Ty Davis dusted the competition at the Mesquite Gran Prix - literally.

A fast-paced trip around Friday afternoon's prologue course earned Davis a front-row start for the Saturday morning event and gave the Kawasaki KX250 pilot the advantage of one dust-free circuit of the 10-mile course. By the time the second of the six laps began, the large field had turned Mesquite's silty soil into a huge blanket of filter-clogging dust that cut visibility to near zero and made passing all but a thing of the past.

"I had 10 miles to get out in front and that was about it," said Davis. "Once I caught up with the slower riders, it was so dusty it was hard to do anything."

But Davis kept going anyway and managed to stretch the one-minute lead he had grabbed in his first lap into more than four minutes by the time the checkered flag dropped at the end of the dustiest race that most of the riders had ever seen.

"It was a fun race course, it was just really, really dusty," said Open Pro racer Paul Krause. "If you were behind somebody in the trees, you just had to hope they were on a four-stroke so you could hear the way to go. You sure couldn't see anything."

The first round of the Best in the Desert's six-race Silver State Series drew 262 racers to Mesquite, and dust wasn't the only surprise that series organizer Casey Folks had in store for the desert racers. Instead of the usual drawing for starting positions, Folks turned the Pros loose for a one-at-a-time blast around a mile-and-a-half prologue course on Friday afternoon and set the starting line-up for Saturday according to their times around the motocross-like circuit.

Davis won the Friday afternoon dash by 10 seconds, which put him alone on the first row of the grid when the starting light flashed green for the first time at 9.30 Saturday morning. The rest of the field lined up four abreast behind him and the racing was handlebar-to-handlebar as they headed down the short stretch of pavement and into the first corner.

"I didn't make it much further than the first corner," said Donnie Book, who started on the third line of the grid. "I got the holeshot and I went down the straightaway, and then I don't know what happened. I did a huge flip. I broke the throttle and had to go back to the pits to change the throttle housing. I ended up a lap down by the time I got started, and Davis lapped me before the end of my first loop."

Dan Richardson, who arrived in Mesquite too late to compete in the prologue, was stuck back on row 11, dead last in the Pro starting order.

Out in front of the pack, Davis was making the most of his 20-second starting advantage. The 26-year-old Kawasaki pilot powered around the tight, technical course in record time, dodging through the back-and-forth tree-lined sections of the trail and blasting down the washes.

Kawasaki's Greg Zitterkopf was pushing hard off row two and had his KX500 in second on adjusted time before the opening section was through, and Destry Abbott's KTM 250 was making its presence felt in third, ahead of Drey Dircks, who recently traded his four-stroke Honda for an FMF-backed Honda CR500.

Everything was going well for the race leaders until about halfway through the opening loop when they discovered that some of the competition was a lot closer than it should have been.

"The course went over a small bridge, around about a half-mile section, and then back over another bridge. Right after I went over the first bridge, they blocked it off and let everyone take a shortcut past that section," said Jim Gray, who powered his KTM 360 off the third line of the starting grid. "Paul

National Enduro Champion Ty Davis (above) jumped out to an early lead at the Mesquite Gran Prix and would go on to finish four minutes ahead of runner-up Greg Zitterkopf (right).

Krause and Kelby Pepper got by me there. I couldn't figure out how they did it."

Officials decided to close the first bridge after Davis left a hole in the plywood decking when he hit it with his rear wheel.

"Only three or four people got to do that section before we closed it," said race organizer Casey Folks. "It cut off maybe two minutes, but it didn't affect anybody very much and we didn't adjust anyone's time. That's just part of the race."

At the end of the first 10-mile circuit, Davis had a one-minute lead on adjusted time as he cleared the last wash and sprinted through the pits, which were laid out on the pavement surrounding a local school. Zitterkopf dashed past the pits in second.

"The course was great. It was really tight and sandy, which is good for me because a lot of guys can't ride that stuff very well," said Zitterkopf, "and because it was technical, it wasn't just the guy who had the fastest bike that won. You had to work at it."

Third overall at the end of lap one was in the hands of Destry Abbott, who had come back strong after being taken out in a mishap just two corners from his second-row start. Dircks was leading the Over 30 Pro class in fourth overall, Dan Ashcraft's Vosburg Racing-backed KTM was fifth in the time-adjusted standings, and Paul Krause was neck and neck with Dustin Headman for sixth. Headman's blistering opening run was cut short in loop two when the 19-year-old Honda racer discovered water in his gas and was forced to limp to the pits for help.

The course was already starting to change as the racers began their second circuit around the 10-mile loop.

"It got chewed up a bunch, and it was so dusty you couldn't see what you were going to hit," said Davis.

Davis was still in front as he dashed past the pits for the second time and headed into lap number three. Zitterkopf's KX500 was two minutes behind in second, a minute up on Abbott, and Dircks was still in fourth. Headman's return to the pits had left him way back in the standings and handed fifth overall to Krause. Pepper's KX250 was in sixth and Todd Hoy was running a second or two behind him in seventh in his first race back since breaking his neck last year.

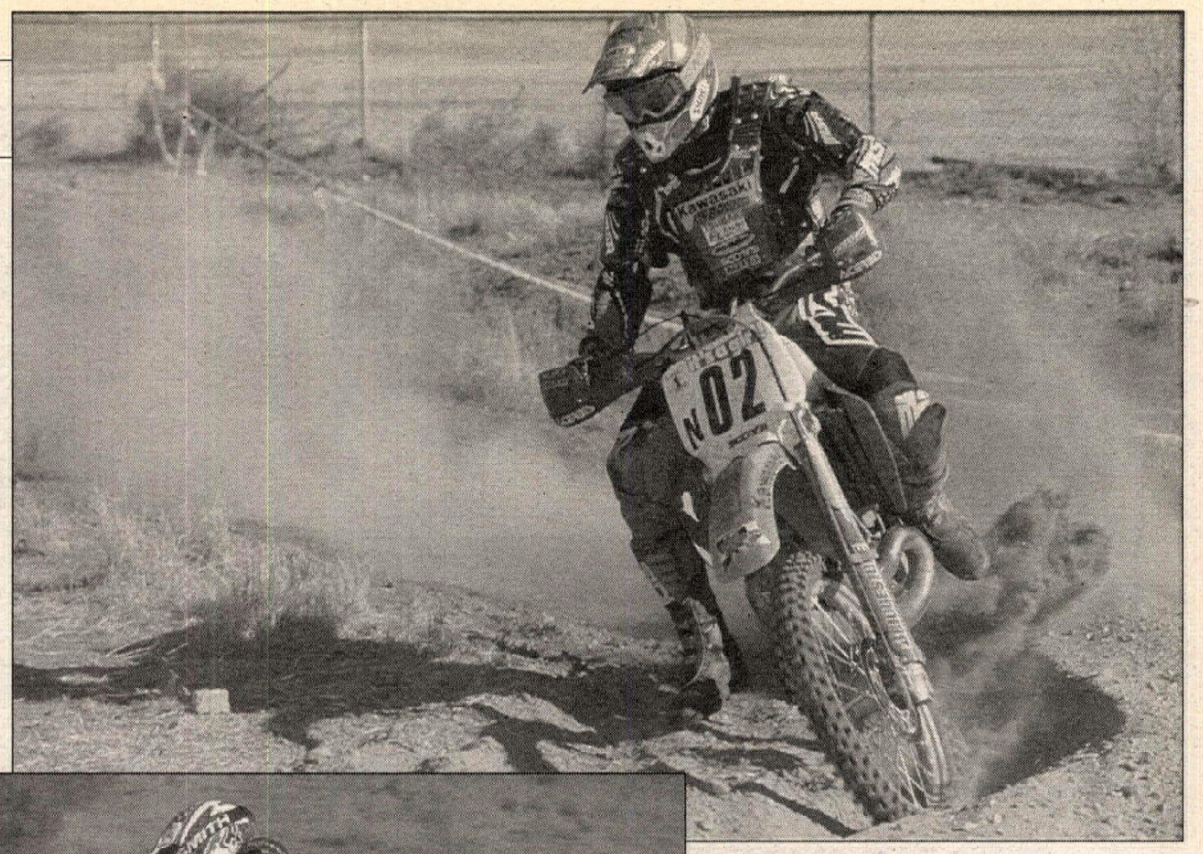
"I feel very fortunate to be back," said the KTM 550 racer. "I didn't expect to do too well here. I really just wanted to come out and warm up - get back in the groove and see what kind of shape I'm in. I had some arm pump in the first two loops, but things worked pretty well after that."

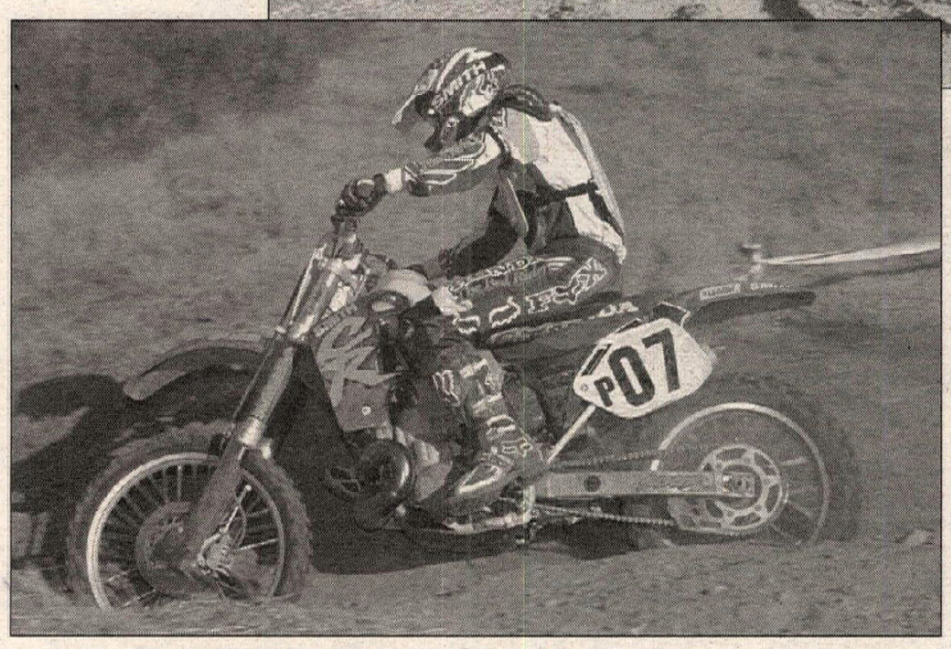
Running about a minute behind Hoy on adjusted time at the end of loop two was Dennis Belingheri, who had his sights firmly set on the 125cc Pro win. The 26-year-old Suzuki rider got a good run for his money from fellow RM125 racer John Braasch in the first two laps, but the duel bit the dust when Braasch seized heading out on loop three.

The order at the front of the pack stayed the same as Davis, Zitterkopf, Abbott and Dircks fought their way past the slower riders, pushing hard every inch of the way as they tried to make up time on each other.

"Passing wasn't as bad as I thought it would be," said Davis. "The trail was tight, but people were really, really nice moving over. I was shocked at how good they were. Even when I thought there was no way for them to move over, they would make a way."

At the end of lap three, Davis was still two minutes ahead of Zitterkopf. Abbott was another two minutes back in third, with Dircks and Krause only 20 seconds apart for fourth, and Pepper and Hoy were holding their own not far behind.





The proud new father of a baby daughter, Paul Krause (right) made his way through the thick dust to finish fourth overall and second in the Open Pro class. Drey Dircks (below) topped the 30+ Pro class, via fifth overall.

By the halfway point in the race, the course was starting to show signs of serious wear and tear. In many places, the trail had been reduced to one huge rut and the racers were forced to follow it like slot cars on a single-file track.

But the course was even worse later in the day when the Pro/Expert race was over and it was time for the Amateur riders to do their laps.

Phil Holcomb, who was riding in what he described as the "Well Over 48 Expert" class described the course as "totally rutted out everywhere."

Some of the Pros and Experts were having their share of trouble, too.

"I didn't have any problems, but every time I got to the hills on the far side of (Interstate 15), every hill would have five or six guys lying on it, which made it interesting," said Zitterkopf.

Jim Gray saved his disaster for lap four. "I was passing a lapped rider going into a corner. I cut inside and hit a boulder and I endoed into a telephone box - one of those green boxes that stick up out of the ground," said Gray. "Actually it was quite soft, but it was just not a good day for me."

Davis was having a great day. He headed into his pit at the end of loop four with a three-minute lead over Zitterkopf and had stretched the lead to four minutes by the time he completed loop five. Abbott was still running strong in third, half a minute ahead of Dircks as he headed into his final lap, and Krause was moving up inch-by-inch behind Dircks on adjusted time from fifth.

"That's probably the best I've ridden in a while," said Abbott. "The new KTM 250 is great and I actually liked the course. I thought it was fun."

Riders who had hoped to do a lot of catching up in the later stages of the race found their chance slipping away as the dust and traffic never let up.

But it was also too late for anyone to challenge Davis and the KX250 racer stormed home to grab the checkered flag four minutes ahead of Zitterkopf, with a total elapsed time of one hour and 44 minutes.

"It was a fun race but it was just so dusty," said the Kawasaki Team Green-backed racer. "I didn't have any problems - just a couple of 'woahs' and that was it. Casey Folks did a really good job. If they'd had rain, it would've been awesome, but we can't have that all the time."

In addition to the $100 he had won for topping the 250cc Pro division in the prologue, Davis earned $333 for winning the 250cc Pro class race and a $1000 bonus out of the $3500 special purse donated by the Oasis Resort Hotel Casino, which put up $3000, and Best in the Desert, which kicked in an additional $500.

Second-placed Zitterkopf, who earned $372 for the Open Pro win plus a $250 bonus, said, "I never had any trouble - just some problems with the lappers, but that was it." Abbott, who finished third overall and second in the 250 Pros, described his race as, "Passing, passing, passing."

Krause finished hard on Dircks' heels and snatched fifth overall out from under Dircks by just eight seconds on adjusted time. Krause, who was coughing from the dust, was in a hurry to load up his KX500 and get home. The "It's a Girl" sticker on the front of his bike said it all.

Dircks took a wire-to-wire win in the Over 30 Pro division, finishing seven minutes ahead of his nearest Vet competition.

Pepper, who took sixth overall and third 250 Pro, explained his race strategy as "wait until you get to some wet ground and then try to pass."

Hoy's comeback effort netted him seventh overall. "I was a little bit nervous going into this - more nervous about trying to see what kind of shape I'm in than anything else," said the KTM 550 pilot. "I didn't feel too bad as it turns out, but this is definitely not a race you want to make your comeback on. It's tough."

Gray put his problems behind him to take eighth overall and Dan Ashcraft overcame an endo to cross the line in ninth. "A lapper crashed in front of me in the trees," said Ashcraft. "I didn't see him in the dust, and I hit him and went right over the bars. I didn't know which way to go when I got back up. I was a bit disoriented."

John Rudder brought his Yamaha home in 10th overall to take second in the Over 30 Pro class, ahead of third Over 30 Pro Daryl Folks, Husky-mounted Don Knapp (fourth 250cc Pro), and Open Pros Mark Lundgreen and Scott Morris. Dennis Belingheri completed his race-long domination of the 125cc Pro class to take the class win in 16th overall and Russell Pearson topped the Expert racers in 19th. CN

Mesquite GP
Mesquite, Nevada
Results: January 20, 1996

O/A: 1. Ty Davis (Kaw); 2. Greg Zitterkopf (Kaw); 3. Destry Abbott (KTM); 4. Paul Krause (Kaw); 5. Drey Dircks (Hon); 6. Kelby Pepper (Kaw); 7. Todd Hoy (KTM); 8. Jim Gray (KTM); 9. Dan Ashcraft (KTM); 10. John Rudder (Yam); 11. Daryl Folks (KTM); 12. Don Knapp (Hus); 13. Mark Lundgreen (Kaw); 14. Scott Morris (Kaw); 15. Steve Hengeveld (Kaw); 16. Dennis Belingheri (Suz); 17. Bryan Folks (KTM); 18. Oakley Lehman (Yam); 19. Russell Pearson (KTM); 20. Dan Richardson (Hon).

OPEN PRO: 1. Greg Zitterkopf (Kaw); 2. Paul Krause (Kaw); 3. Todd Hoy (KTM).

250 PRO: 1. Ty Davis (Kaw); 2. Destry Abbott (KTM); 3. Kelby Pepper (Kaw).

125 PRO: 1. Dennis Belingheri (Suz); 2. Bryan Folks (KTM); 3. Landon Leavitt (Yam).

30+ PRO: 1. Drey Dircks (Hon); 2. John Rudder (Yam); 3. Daryl Folks (KTM).

40+ PRO: 1. Bill Maxim (Kaw); 2. Steve Pitts (ATK).

OPEN EX: 1. Russell Bickle (Kaw); 2. Dal Truby (Kaw); 3. Brad Christensen (KTM).

250 EX: 1. Russell Pearson (KTM); 2. Shawn Chavez (Suz); 3. Thayne Stanworth (Kaw).

125 EX: 1. Monte Montague (Suz); 2. Andy Knapp (Hon).

4-STK EX: 1. Donald Franklin (ATK); 2. Brad Cameron (Hon); 3. Todd Johnson (Hon).

25+ EX: 1. Skipp Cohenour (Hon); 2. Shane Stanworth (Kaw); 3. Mike Moyer (Hon).

30+ EX: 1. Kurt Hintz (Kaw); 2. Cory Ayers (Hon); 3. Shawn Maxfield (KTM).

35+ EX: 1. John Phillips (Hon); 2. William O'Hara (KTM); 3. Ken Tapert (Kaw).

40+ EX: 1. Ron Burns (KTM); 2. Jay Zicker (Hon); 3. Rick Crosland.

48+ Ex: 1. Dennis Prescott (Kaw); 2. Jerry Allen (Yam).

No territory

By Kit Palmer

(Above) There's no question about the TM's powerplant. If you don't win on the TM, it's certainly not for lack of power. (Right) The TM 125 is an attention getter, and it's bright-pink coloring makes it stand out in a crowd. (Below) The price for being different isn't cheap. The '96 TM 125 will set you back approximately $6000.

Before every race at your local motocross, there's a ritual we all go through, like it or not. It's filling out your entry form. Week after week, it's the same ol' blanks to fill out - name, classification, motorcycle, next of kin... But if you own a TM 125, this routine can be a little fun. Here's your chance to trick Mrs. The Local Pro's Mom. "So, I see you're going to ride the Vintage class today, Jeremy," she says as she scans your entry and takes your money.

Little does she know that the TM 125 you wrote down on your entry form has nothing to do with Suzuki's forerunner to the RM series - the Suzuki TM125 Challenger, which was last produced in 1975 and was a popular 125cc MXer in 1973 and '74. No, the TM 125 of today has nothing in common with the old Suzuki TM125, except for, perhaps, that today's Italian TM uses similar radiator shrouds found on last year's Suzuki RM125.

The TM 125 Cross is by no means vintage. Instead, the Italian-bred motocrosser is as high-tech and as modern as they come and, we'll tell you right now, as competitive as the latest 125cc machinery coming out of Japan, as well.

This is not surprising, because the TM 125 has been around for a long time, maybe not in the U.S., but in Europe. The bike has made a name for itself all over Europe as one of the best 125cc enduro bikes to ever zero a check. The TM 125 Enduro has proven its worth in terms of reliability and performance. Just ask off-road veterans Drew and Chris Smith, who took home silver and gold medals, respectively, riding TM 125s at the Polish Six-Days last year. Both Smiths had nothing but good words for the bikes, which were nothing more than MX TM models with lights and a few other minor modification, but the word they used most often was "fast," as did many of the riders who were passed by the TMs down some of the long, pavement sections in Poland. "Every time somebody blew by me, sure enough it was one of those pink TMs," said one rider.

After riding the 1996 TM 125 Cross for ourselves, we now understand what they where talking about.

It's not by any accident that the TM 125 is fast. After all, most of the engine's development and technology is borrowed from the manufacturers heavy involvement in shifter-kart racing. In fact, the TM company started out building shifter-kart motors and currently holds both World Championship and European Championship titles. Obviously, TM knows how to build revvy, two-stroke engines.

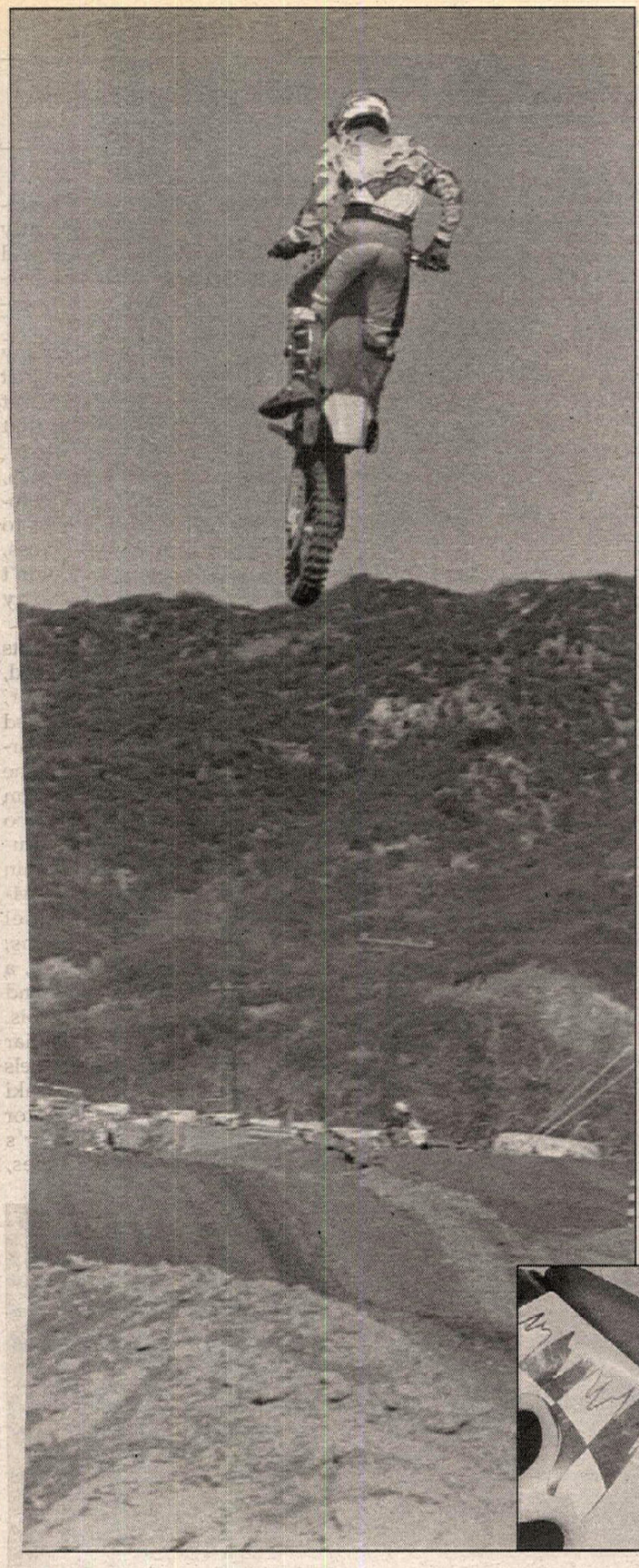
It wasn't until a son of the company owner took an interest in motocross that TM started building MXers, the first being an 80cc-powered machine that took the small-bore class by storm. Shortly thereafter, TM produced a 125, which has since gained most of its notoriety in enduros but is now trying to expand its popularity into motocross, which, from what we can tell, shouldn't be a problem - if people are willing to try something different.

The TM 125 Cross is built around its 123cc, liquid-cooled, case-reed-inducted, two-stroke, TM-manufactured motor, while the rest of the bike is surrounded by a grab bag of top-of-the-line aftermarket components. Here's a partial list: The TM is fitted with Marzocchi Magnum forks, an Ohlins shock, a Messico exhaust pipe and silencer, Reikon aluminum handlebars, a large 38mm Keihin carburetor, Brembo disc brakes, KTM-manufactured radiators, Technosel graphics, a Regina chain, Excel rims, PBR sprockets, Pirelli Sandcross tires, a Kokasan ignition, Domino controls, and most of the plastic is made by Acerbis. Some of the plastic might look familiar to you, as the rear fender and side panels are interchangeable with the Kawasaki KX125, and the aforementioned radiator shrouds look identical to last year's Suzuki RM125. The mounting holes, though, do not line up with the RM's, and thus are not interchangeable.

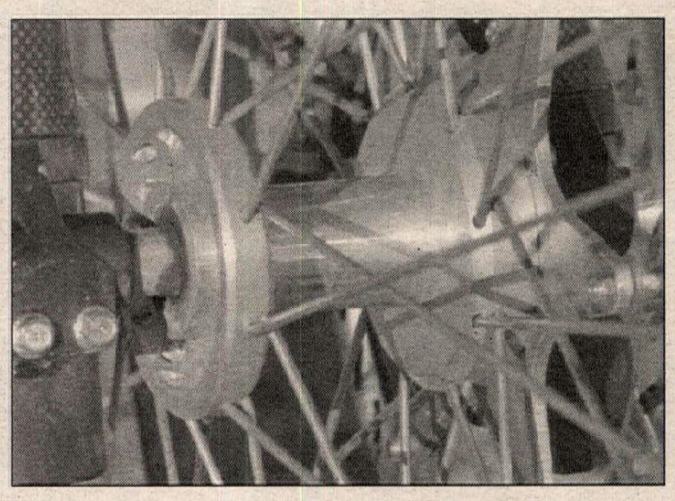
The "monobeam," powder-coated frame is not built at the TM factory but is constructed - in accordance to TM's specifications - by a local frame manufacturer, located just down the road from the TM factory in Pesaro, Italy.

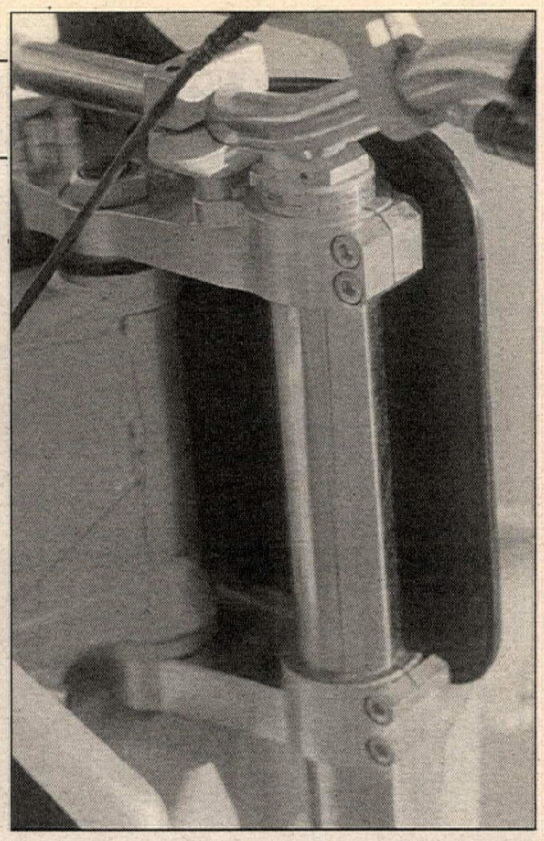
Take a closer look at the hot-pink-colored TM, and the trick-looking triple clamps, hubs and brake pedal, all of which are beautifully machined out of billet aluminum, will immediately grab your attention. The works-looking sand-cast magnesium outer engine cases will draw a stare or two, as well.

There are a few other features that set the TM apart from the other 125cc MXers around, such as having a hydraulically operated clutch, and a super-rough and reinforced - not to mention all-black - seat cover.

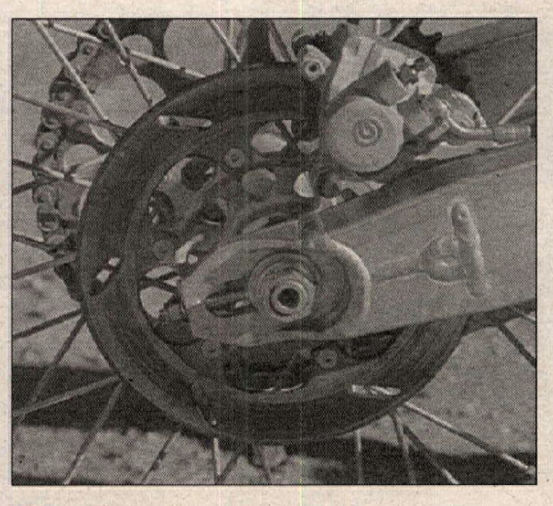


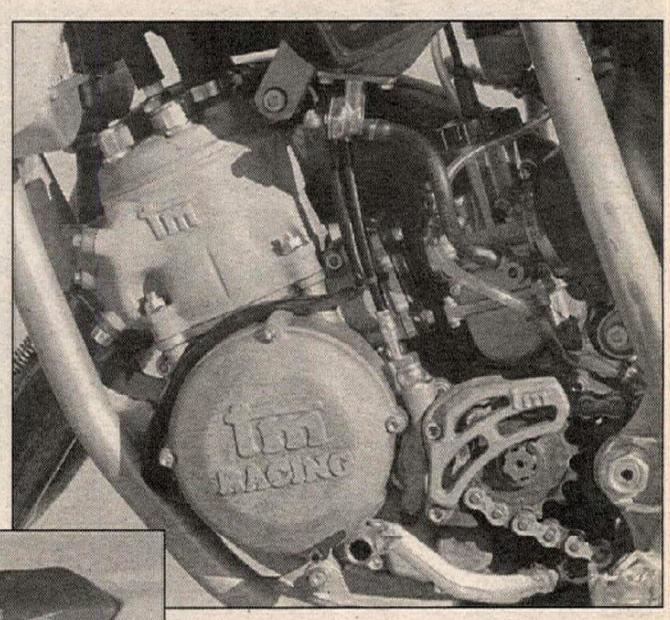
(Left) The TM has the power to clear the triples and the suspension to soak up the landings.
(Right and below) The triple clamps and the hubs are nicely machined from billet aluminum.

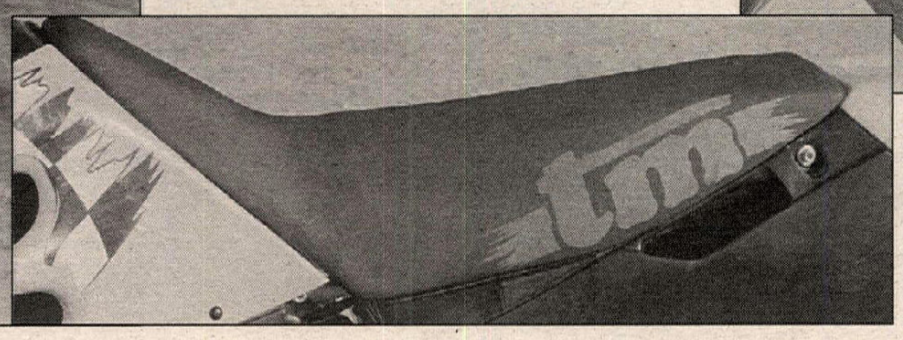




(Below) Brembo disc brakes provide plenty of stopping power.







(Above) A large 38mm Keihin carburetor feeds the cylinder through a case-reed induction system. TM also builds shifter-kart motors. (Left) The non-slip seat cover is sturdy and extremely coarse, not to mention hard to clean.

The TM sounds like any other 125cc and doesn't feel unusually different once board, either. We had little time to adapt to the TM before entering it in a local GP. In fact, the only time we spent on the bike before the race was riding it the 50 yards from the pits to the start line, and I had that honor. Pete Vetrano, the man responsible for importing TMs into the U.S., assured me that the bike had been properly "broken in" and was ready to be wrung out.

My first real experience with the bike was being tapped out down a long semi-paved straight and was glad Vetrano had geared the bike up for the race, which was nothing more than returning to the original gearing by going one tooth up on the countershaft sprocket. Vetrano feels the stock gearing is slightly too high for tighter tracks, and I'd have to agree. I found it difficult getting out of tight turns quickly with the stock gearing, but once you find the revs to pull the gearing, the TM simply roosts. Make a mistake and you'll pay.

On the fast straights, the TM flies on top and wastes little time getting there; I never worried about getting passed by another 125 down the long, fast sections.

Once the course became tighter and rougher, the TM took a little getting used to. Being slightly over six feet tall, I found it uncomfortable to stand up on the bike, and by the end of the first lap, my back was feeling a little strained. The handlebars have a low sweep, and the back of the bike sits slightly low, as well - kind of like last year's Suzuki RM125. I felt a little cramped on the TM, but then again, I feel that way on most 125s.

I was very impressed with the TM's suspension, though the back end felt just a tad soft for my 160-pound frame. Otherwise, I had complete confidence in the TM's suspension before the first lap was over. Eventually I could hold the throttle wide open, in fifth gear, and keep the front end light over the whoops and roller-coasters. The bike felt very stable, tracked straight, and I knew it wouldn't play any tricks on me.

I had no complaints with the Marzocchi forks, whatsoever.

Turning the TM takes little effort, especially on the wide, sweeping turns. The bike slides well and predictably. It also turns fairly quickly but is most happy out in the berms, or flat-tracking it on a smooth surface.

The six-speed transmission was a little reluctant to shift under a heavy load, usually while powering out of tight, tractionless turn. Very Yamaha YZ-*ish*. Everywhere else, the TM shifted fine.

The hydraulic clutch had good feel and you couldn't ask for a lighter pull. This was nice over the whoops and rough terrain, because you can easily operate the clutch with one finger when instant power is needed to bail you out of trouble. The bike is next to impossible to start in gear, so for those dead-engine-start races, the TM's tranny must be in neutral.

Both front and rear disc brakes work well, offering more than enough stopping power, while also providing excellent feel.

The highly perforated seat offers plenty of traction, perhaps too much. More than once, I found myself making a conscious effort to slide from one end of the seat to the other. But for gripping the seat with your knees, the "sticky" cover does the trick.

Right out of the crate, the TM turns heads, but after a few rides, it loses its luster. The sand-cast side cases are hard to clean, as dirt and grime tend to make themselves right at home in the porous metal. Exhaust oil leaked from where the exhaust pipe and the tail pipe connect, forming an ugly black puddle on the aluminum swingarm. The seat, too, is hard to clean, and the unfinished exhaust pipe requires constant attention, or rust will take over.

Unfortunately, the TM 125 arrived too late to be included in our 1996 125cc shootout (January 3, issue #50), but from what we can tell, the screaming pink machine would have held its own quite well. No, it would not have won the shootout, but there is a good chance it would not have finished last, either.

The TM 125 is certainly a capable motorcycle. It is certainly fast enough to win, and has the handling and the suspension to hang with the others. CN

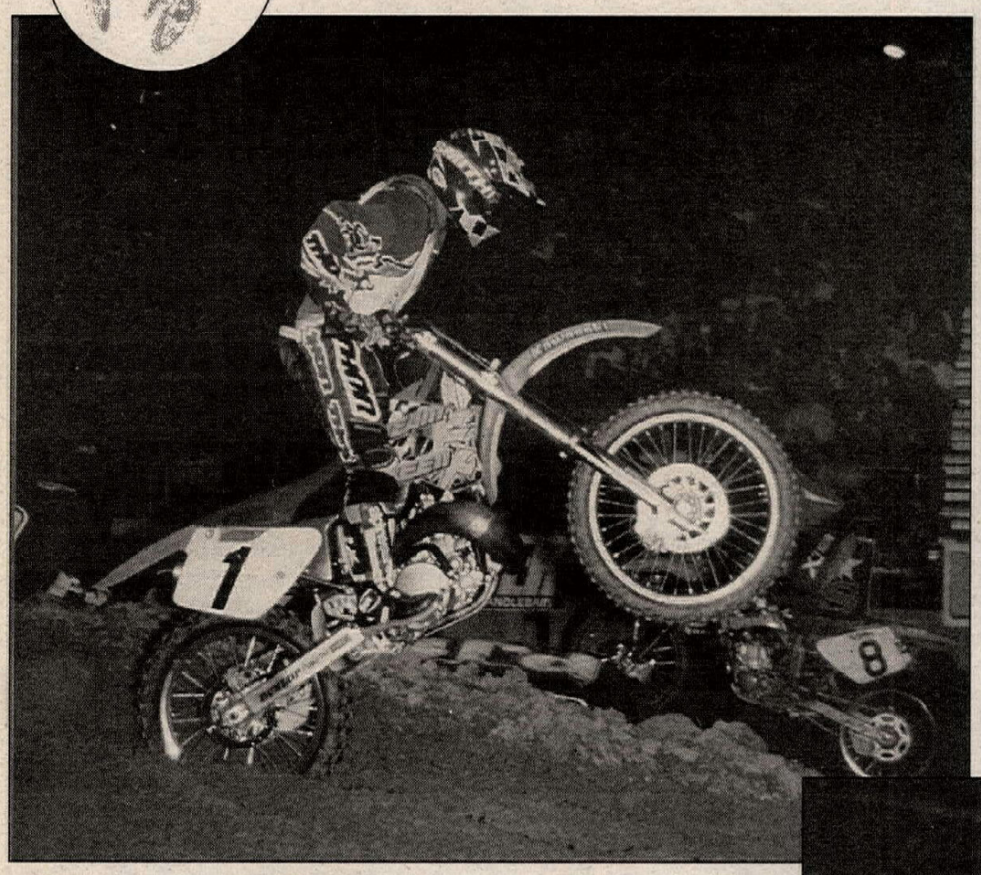
While Cycle News *believes the foregoing test reliable, it is the opinion of the reviewers only and should not be relied upon in determining the performance or safety of the vehicle. The reader should make his or her own investigation.*

TM 125 Cross

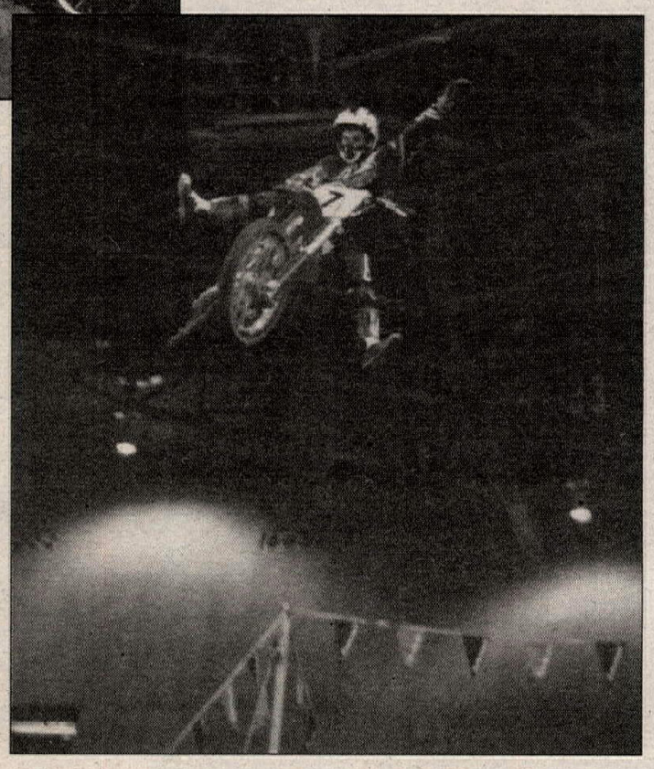
Specifications

Engine type	Liquid-cooled, case-reed, single-cylinder two-stroke
Displacement	123cc
Bore	54mm
Stroke	54.4mm
Compression ratio	16.7:1
Carburetion	38mm Keihin
Transmission	6-speed
Clutch	Hydraulic
Front suspension	Telescopic, Marzocchi Magnum
Rear suspension	Single shock, swingarm
Rear shock	Ohlins
Front brake	260mm disc, Brembo
Rear brake	220mm disc, Brembo
Front tire	3.00 x 21 in. Pirelli
Rear tire	4.00 x 19 in. Pirelli
Claimed dry wieght	198 lbs.
MSRP	$6100
Distributor	TM Motorcycles P.O. Box 1037, Chino, CA 91708 • 909/391-3278

Round 6: Niagara Falls Convention Center



(Left) Super Arenaman: Jimmy Gaddis (1) won three of four main events at the Niagara Falls Convention Center to jump back into the PJ1 Super Arenacross Series points lead.
(Above) Gaddis' teammate/rival Jeromy Buehl (2) holeshot and won the 125cc main event on Friday to remain tied with Gaddis for most wins in the series.
(Below) Despite posting less-than-stellar results over the weekend, Greg Rand (7) thrilled the crowd with some high-flying acrobatics.



A different kind of thunder

By Pam Lambert
Photos by Jeff Cox

NIAGARA FALLS, NY, JAN. 19-20

The honeymoon capital of the world was provided with new sights and sounds as the MSR/Answer/KBC Helmets Arenacross, round six of the PJ1 Super Arenacross Series, invaded the Niagara Falls Convention Center.

The sellout crowd witnessed another great battle between series points rivals and Thor/Kawasaki Team Green teammates Jimmy Gaddis and Jeromy Buehl, with Gaddis jumping back into the overall series lead after winning the 250cc main event on Friday and then sweeping Saturday's competition to claim three more main-event wins. For his part, Buehl hung tough by claiming the 125cc main event on Friday to keep a firm hold on second place in the series standings.

But there were also a couple of surprises during the weekend as two young Kawasaki riders put together spectacular rides and joined the ranks of podium finishers. Andy Bowyer and Brad Woolsey each made it to the podium over the weekend with Bowyer taking third in the 125cc main on Friday and Woolsey grabbing a third in the 250cc main later in the evening.

FRIDAY

Buehl nailed the start of the 125cc main event, blasting into the lead while disaster struck behind him as Todd DeHoop, Cliff Palmer, Greg Rand, Trey Owens and Gaddis all went down in the first turn. Gaddis was the only rider able to remount quickly, followed by Owens. DeHoop and Rand rejoined the racing during the second lap while Palmer sat on a hay bale trying to recover. Buehl rode around out front while Bowyer followed with Woolsey in third.

Gaddis burned several laps before he was able to begin picking off riders, but once the reigning champion regained his rhythm and speed, he went into no-holds-barred mode. He went by four riders quickly, then around Carlo Coen after a full-lap battle. Once Gaddis reached midpack, he found himself in lapped traffic containing DeHoop, Owens and Rand. On each lap, Gaddis picked and chose his lines, and passed them one by one, moving up on the third-placed Woolsey on the ninth-lap of the 16-lap main.

With experience on his side, Gaddis found his way around Woolsey for third and then around Bowyer for second place with three laps to go.

But Buehl was running a pressure-free race up front, and Gaddis simply could not close the gap in the remaining laps. Buehl went on to score the win with Gaddis second and Bowyer hanging on for third. Woolsey took fourth, the last unlapped position in the field.

Rand thought that he had the holeshot in the 250cc main, but he was relegated to the third row for hitting the rubber band on the start. On the restart, Anthony Morgan took the holeshot before being pressured immediately by Palmer, who skimmed the whoops to blast into the lead. Buehl was in third until he and another rider locked bars; Buehl's arm was knocked off his handlebar and he was thrown to the dirt.

Buehl was dead last by the time he picked up his bike and got going again while Palmer continued to lead despite mounting pressure from Gaddis. The two then swapped places when Gaddis tripled past to take the lead, and then it was Palmer's turn to dog Gaddis. At the halfway flags, Gaddis still had the lead with Palmer in hot pursuit while Woolsey had slipped past DeHoop to secure third after Morgan crashed out of that position.

From that point on, the top places appeared to be set in stone until Buehl worked his way through the pack to challenge Woolsey for third place. Lapped riders became a factor, and Woolsey used good lines, enabling him to hold on for his first podium finish.

SATURDAY

Consistency was the key to success in Saturday's 125cc main event. Buehl pulled the holeshot, but Gaddis flew past when Buehl decided not to do a triple while Gaddis successfully gassed it over the obstacle to gain an advantage. Buehl remained in second followed by Palmer and Bowyer. The top riders held fast for all 16 laps, working their way through lapped traffic and never once changing position. The only real nail-biter came when Gaddis leaped over the triple with his front wheel straight up in the air and slammed down in what looked to be an inevitable crash, only to save it somehow and stay ahead of Buehl for the win.

Gaddis was flawless off the start of the 250cc main with Buehl trailing in second, looking for any opening to help him make a pass. Palmer scooted past Woolsey in the whoops to take over third and closed on Buehl while Woosley held off a hard charge by Rand.

Gaddis seemed to got stronger as the race progressed and pulled out a decent lead over Buehl, who was also able to put distance between himself and Palmer.

After the halfway point, lappers caused Gaddis to slow a few times, and Buehl pulled within striking distance only to encounter lappers himself, allowing Gaddis to pull away again. When the checkered flags waved, Gaddis took another win with Buehl in the runner-up position and Palmer third. Woolsey put in another smooth ride to finish fourth while DeHoop took fifth. CN

Niagara Falls Convention Center
Niagara Falls, New York
Results: January 19-20, 1996 (Round 6 of 12)

Friday

125 PRO: 1. Jeromy Buehl (Kaw); 2. Jimmy Gaddis (Kaw); 3. Andy Bowyer (Kaw); 4. Brad Woolsey (Kaw); 5. Shawn Morgan (Kaw); 6. Carlo Coen (Yam); 7. Clifford Adoptante (Hon); 8. Sean Martland (Yam); 9. Trey Owens (Kaw); 10. E. Van Ballegooyen (Kaw): 11. Peter Malyj (Kaw); 12. Greg Rand (Hon); 13. Todd DeHoop (Suz); 14. Cliff Palmer (Suz).

250 PRO: 1. Jimmy Gaddis (Kaw); 2. Cliff Palmer (Suz); 3. Brad Woolsey (Kaw); 4. Jeromy Buehl (Kaw); 5. Todd DeHoop (Suz); 6. Trey Owens (Kaw); 7. Andy Bowyer (Kaw); 8. Clifford Adoptante (Hon); 9 Shawn Morgan (Kaw); 10. Peter Malyj (Kaw); 11. E. Van Ballegooyen (Kaw); 12. Greg Rand (Hon); 13. Brook Fluker (Hon); 14. Jeff Yagloski (Yam).

Saturday

125 PRO: 1. Jimmy Gaddis (Kaw); 2. Jeromy Buehl (Kaw); 3. Cliff Palmer (Suz); 4. Andy Bowyer (Kaw); 5. Todd DeHoop (Suz); 6. Brad Woolsey (Kaw); 7. Shawn Morgan (Kaw); 5. Carlo Coen (Yam); 9. Trey Owens (Kaw); 10. Clifford Adoptante (Hon); 11. Peter Malyj (Kaw); 12. E. Van Ballegooyen (Kaw); 13. Sean Martland (Yam); 14. Greg Rand (Hon).

250 PRO: 1. Jimmy Gaddis (Kaw); 2. Jeromy Buehl (Kaw); 3. Cliff Palmer (Suz); 4. Brad Woolsey (Kaw); 5. Todd DeHoop (Suz); 6, Trey Owens (Kaw); 7. Greg Rand (Hon); 8. Andy Bowyer (Kaw); 9. E. Van Ballegooyen (Kaw); 10. Clifford Adoptante (Hon); 11. Brook Fluker (Hon); 12. Shawn Morgan (Kaw); 13. Peter Malyj (Kaw); 14. Joe Ellington (Hon).

PJ1 SUPER ARENACROSS SERIES POINTS STANDINGS (After 6 of 12 rounds): 1. Jimmy Gaddis (408/6 wins); 2. Jeromy Buehl (391/6); 3. Cliff Palmer (306/1); 4. Todd DeHoop (281); 5. Shawn Morgan (223); 6. Grayson Goodman (193); 7. Brad Woolsey (183); 8. Andy Bowyer (178); 9. Guy Cooper (135/2); 10. Chad Pederson (126/2); 11. Mark Morris (120); 12. Charley Bogard (110); 13. Trey Owens (104); 14. Greg Rand (93); 15. Clifford Adoptante (88); 16. Mike Jones (68/2); 17. Denny Stephenson (67); 18. Isaiah Johnson (59); 19. Scott Sheak (58); 20. Barry Carsten (56).

Upcoming Rounds:
Round 7 - Topeka, KS, January 26-28
Round 8 - Winston-Salem, NC, February 2-4

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FEBRUARY 1996 SCHEDULE ON ESPN2

Original Show Telecast				Repeat Telecast		
EASTERN TIME						
Friday	2/2	11:00-11:30pm	&	Saturday	2/3	10:30-11:00am
				Tuesday	2/6	2:30-3:00am
Saturday	2/10	10:30-11:00am	&	Saturday	2/10	11:00-11:30pm
Saturday	2/17	11:00-11:30am	&	Saturday	2/17	6:30-7:00pm
				Tuesday	2/20	3:30-4:00am
Friday	2/23	10:30-11:00 pm	&	Saturday	2/24	11:00-11:30am
				Tuesday	2/27	3:00-3:30am
Thursday	2/29	10:00-10:30pm	&	Saturday	3/2	11:00-11:30am
PACIFIC TIME						
Friday	2/2	8:00-8:30pm	&	Saturday	2/3	7:30-8:00am
				Tuesday	2/6	11:30-12:00am
Saturday	2/10	7:30-8:00am	&	Saturday	2/10	8:00-8:30pm
Saturday	2/17	8:00-8:30am	&	Saturday	2/17	3:30-4:00pm
				Tuesday	2/20	12:30-1:00am
Friday	2/23	7:30-8:00pm	&	Saturday	2/24	8:00-8:30am
				Tuesday	2/27	12:00-12:30am
Thursday	2/29	7:00-7:30pm	&	Saturday	3/2	8:00-8:30am

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FEBRUARY 1996 SCHEDULE ON ESPN2

Original Show Telecast				Repeat Telecast		
EASTERN TIME						
Sunday	2/11	12:30-1:00am	&	Monday	2/12	3:30-4:00am
Sunday	2/25	4:00-4:30pm	&	Monday	2/26	3:00-3:30am
PACIFIC TIME						
Sunday	2/11	12:30-1:00pm	&	Monday	2/12	12:30-1:00am
Sunday	2/25	1:00-1:30pm	&	Monday	2/26	12:00-12:30am

U.S. Supercross Series

1996 SCHEDULE ON ESPN2

	EASTERN TIME			PACIFIC TIME	
Anaheim, CA	Sun 2/4	4:00-6:00pm	&	Sun 2/4	1:00-3:00pm
Seattle, WA	Sun 2/11	11:30-1:30pm	&	Sun 2/11	8:30-10:30am
San Diego,CA	Sun 2/18	3:00-5:00pm	&	Sun 2/18	12:00-2:00pm

1996 REPEAT SCHEDULE ON ESPN2

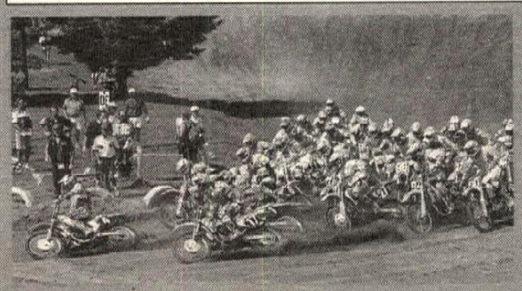
Anaheim, CA	Wed 2/7	12:00-2:00pm	&	Tues 2/6	9:00-11:00pm
Seattle, WA	Tues 2/20	3:00-5:00pm	&	Tues 2/20	12:00-2:00pm
San Diego,CA	Wed 2/21	10:30-12:30am	&	Wed 2/21	7:30-9:30pm

AMA Motocross Series

1996 SCHEDULE ON ESPN2

EASTERN TIME · PACIFIC TIME

Beginning in March



World Grand Prix Series

1996 SCHEDULE ON ESPN2

EASTERN TIME · PACIFIC TIME

Beginning in April

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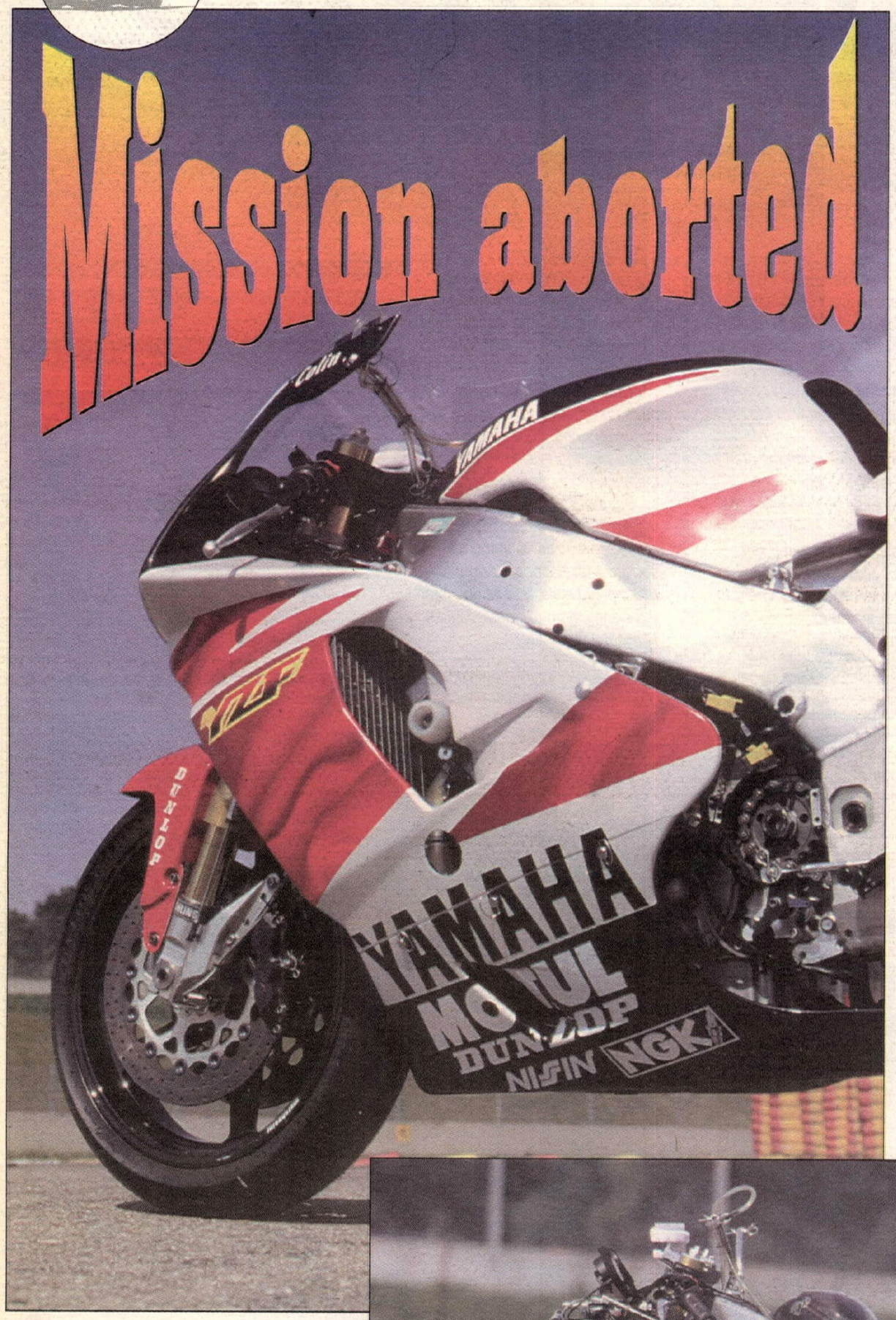
Mission aborted



(Above) Nissin six-piston brakes are strong, but offer less sensitivity than equivalent Brembos.

By Alan Cathcart
Photos by Kel Edge

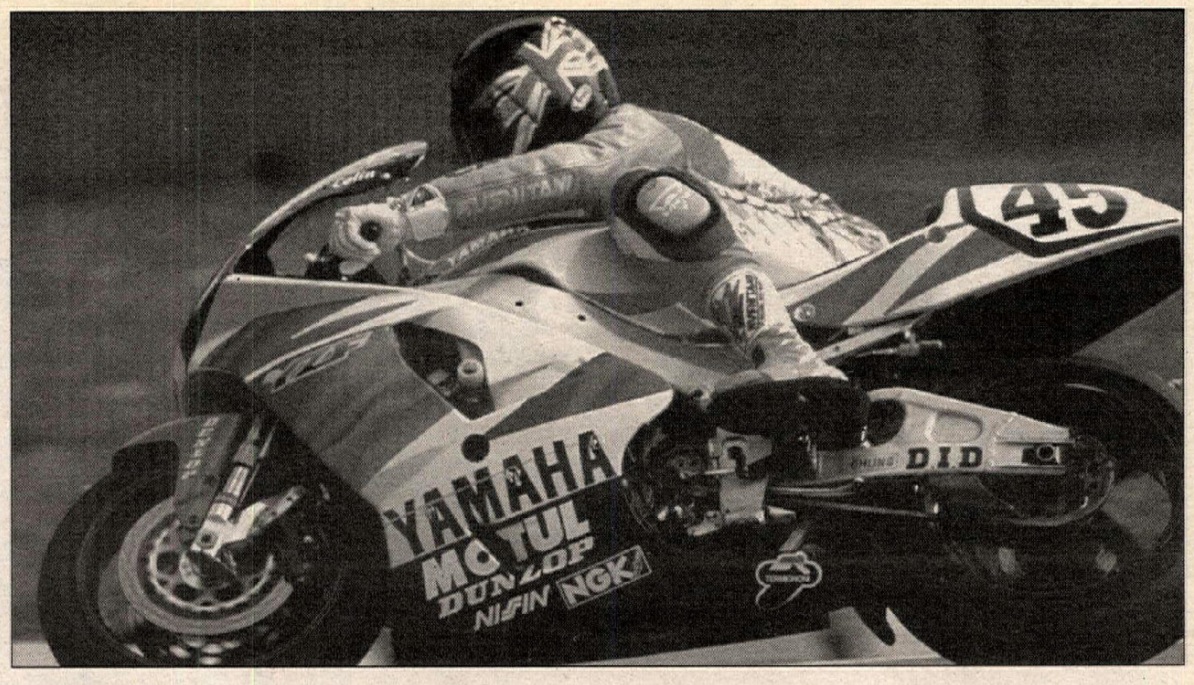
It was a dream that went sour, a mission unfulfilled. In 1995, eight years into the life of the World Superbike Championship, the party was finally joined on an official basis by the second largest motorcycle manufacturer in the world: Yamaha. But what happened next wasn't in the script.

Yamaha had put a star cast in place for a three-year miniseries aimed at World Superbike supremacy. To achieve this, the Japanese factory established a multinational team based at its Italian Belgarda subsidiary, whose efforts with a singleton semi-works bike ridden for many years by Fabrizio Pirovano, then in '94 by Paolo Casoli, had underlined how competitive the 20-valve YZF750 could be at the world level. Managed by the Yamaha Europe HQ in Holland and coordinated by Belgarda in Italy, the new works Superbike team was fronted by Frenchman Christian Sarron as Sporting Director, with 20-year-old American rising star Colin Edwards II and Yamaha's Japanese ace Yasutomo Nagai as riders. Italian Fiorenzo Fanali headed up the mechanics roster, and Japan's Taka Suzuki was to be chief engineer, linking the team with the factory R&D department back home. Glad they all spoke one language in common - English!

The first hitch in the production came with the Kobe earthquake, which severely disrupted tire development by Dunlop, the works team's chosen tire supplier - even though the satellite two-rider Belgarda team with Casoli and Meregalli on kitted YZFs continued to use Michelins as they had all along. This

was a big deal because, as I've had first-hand experience riding the Belgarda bikes for each of the last five years, the Yamaha has a very fierce power delivery which makes tire choice and suspension settings critical. The second blow came when Edwards crashed in preseason testing at Monza and injured the tendons in one leg quite badly - he started the season at Hockenheim as walking wounded. Battling a shortage of suitable tires which likewise affected fellow Dunlop users Muzzy Kawasaki, Yamaha fortunes nevertheless looked promising - as at Monza, when Edwards was not only fastest through the speed traps, but earned his and the team's first rostrum finish with a third and a fifth in the two races, while Nagai was fourth - just as he'd been in both races at the opening round in Germany. Looking good?

Well, no. Constant tire-related handling problems prevented Edwards from stringing together a run of good results, though after Dunlop's situation improved midseason, things got gradually better - as Colin's second place at Brands Hatch showed. Nagai on the other hand undoubtedly benefited from the fact that the works YZF750 had been developed around him in Japan, allowing him to belie the kamikaze tag he'd been unfairly saddled with before coming to Europe, and earn a series of solid top-10 finishes that left him fourth in the points table after coming within an ace of giving Yamaha its first race win of the season on the company's own track at Sugo. Too bad the red mist got the better of him that day. But a second and a third did show the Yamaha was now a challenger for victory.



Quick directional changes are only accomplished with a good deal of effort, despite a chassis setup that would indicate otherwise.

Then, tragically, just as things were coming right for Yamaha, fate dealt a wicked blow at the next round in Assen. Yasutomo Nagai was killed in a cruel accident that was not at all his fault, crashing on someone else's oil. His death - the first ever in the history of World Superbike - led the shocked factory team to sit out the last two rounds of the championship, and to start planning their comeback in 1996 with a new teammate for Edwards, as well as a revised package for the YZF750. This wasn't in the script...

The chance to ride Edwards' Yamaha at Mugello, shortly before it winged its way back to Japan, provided a graphic insight into the team's season. Frankly, this is one of the more intimidating motorcycles I've ridden in recent years - especially compared to Carl Fogarty's Ducati, which I was testing the same day. Thanks to factory development which saw a continuous flow of new parts arrive at each round, the 72 x 46mm slant-block engine makes even more power than the Beppe Russo-tuned Belgarda motor I sampled a year ago. That one delivered 158.7 bhp at the gearbox at 13,800 rpm, surely making the works YZF750 a 160-plus-bhp rocket ship only rivaled for supremacy in the superbike power stakes by Slight's 7-spec RC45 works Honda.

The biggest improvement to the Yamaha is the way it picks up revs. The engine accelerates very fast, as if internal friction and inertia have been drastically reduced compared to the kit bikes - but this also helps make it a real firecracker out of turns. It will carburet from 6000 rpm, make power from 8000, but comes on really strong from just under 11,000 rpm up to the 14,200-rpm rev limiter. There isn't really a step in the powerband, more a sudden rush of revs that makes everything happen very fast - more like two-stroke power than what you normally get with a superbike. And while the factory's main aim for this season was apparently to improve ridability on the bike, that's not the way it seems. Flywheel effect is noticeably reduced, with the 39mm Keihin flat-slides delivering immediate response so vivid that rear-wheel grip is sorely tested. I wouldn't like to have to race this bike in the rain with that all-or-nothing power delivery, so maybe it's just as well there were no wet races in World Superbike this season.

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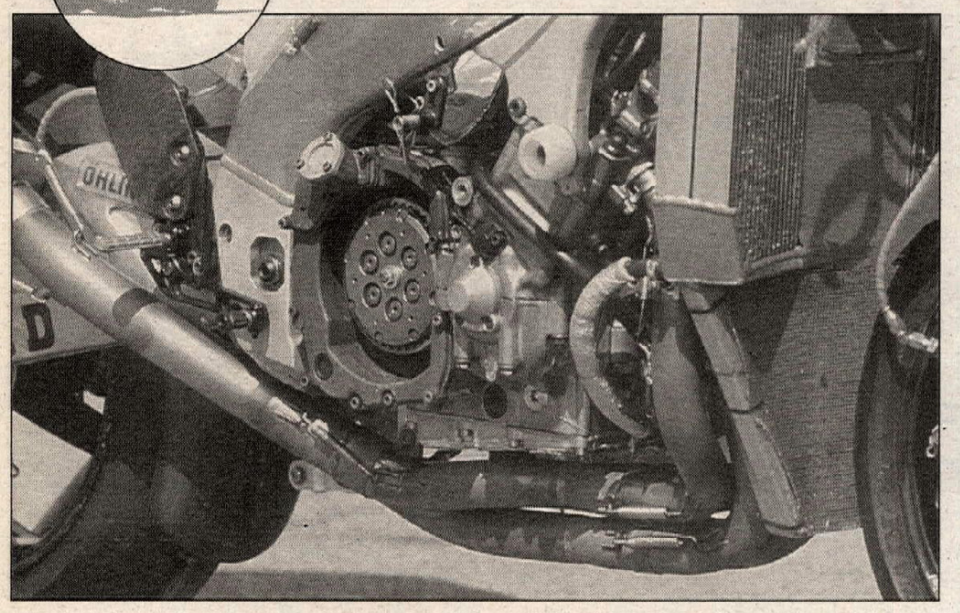
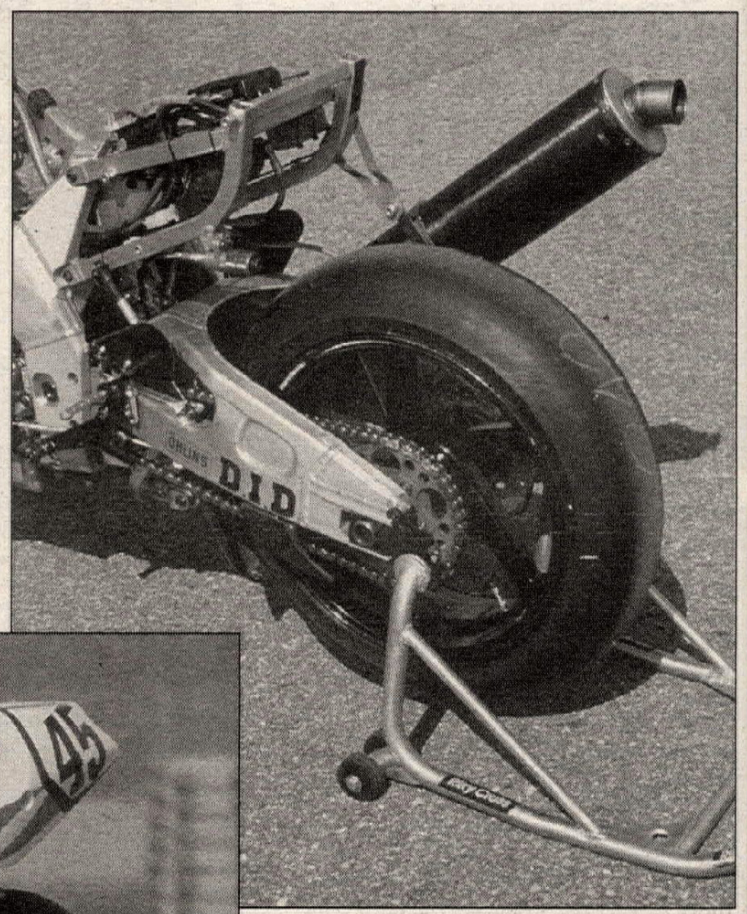
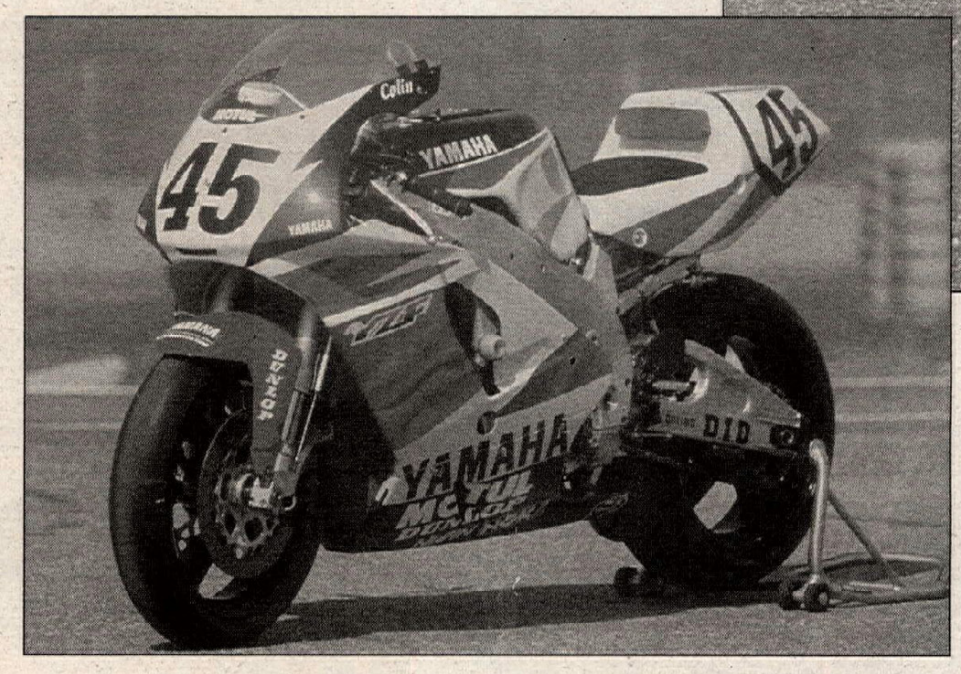
Colin Edwards II's Yamaha YZF750





(Left) Formidable peak power from the 20-valve engine, and the quick transition into it, makes gear selection critical on the Yamaha. (Right) Wheelspin made the YZF a challenge exiting any of Mugello's four chicanes.



A choice of two different glorious-sounding titanium exhaust systems, each with a haunting wail at high revs, help deliver this vivid power. One is equipped with the EXUP exhaust valve and used for faster tracks to allow the bike to be tuned for top-end power without being too peaky, the other without this for use on tighter courses. Still, the vivid power delivery isn't tamed, even though the works bikes use the variable-length carb trumpets to help fatten midrange and smooth out power delivery that Belgarda tuner Beppe Russo (who looks after the works engines, too) has been developing since last season on Meregalli's bike. But pick-up is amazing. The way the needle scoots round the tacho dial delivers acceleration that is even more dramatic than the punchy, lighter Ducati - and impressive, too. Only, it's not such usable power - or as forgiving. You can make a mistake on the Ducati, like gas it at too low revs or hit the wrong gear for a turn, and it'll pardon you. The Yamaha requires total commitment. You must take care to be in the right gear at the right time, always making the engine rev high to produce its impressive power output. This means using the gearbox quite hard, with its rather mechanical, slightly notchy action. Despite this, the gearbox works okay, and of course has a speed-shifter hooked up which you have to force yourself to hit about twice as often as with the Ducati to keep the Yamaha motor working in its relatively narrow 3000-rpm-wide optimum powerband.

The bottom line of all this is that the Yamaha is a missile in a straight line, a fact confirmed at Mugello when one of the stars of the future, testing the Fogarty Ducati, obligingly outbraked me into the last turn, got the jump on me out of it as the Yamaha did its usual party trick I'll tell you about in a moment - then got gobbled up two thirds of the way down the pit straight by the YZF, allowing me to draw level with him as we headed into turn one.

The Yamaha's metal Nissin brakes, new for this season, have good bite from their six-piston calipers, but not as much sensitivity as the equivalent Brembos. One-finger braking is not an option, because you need a good squeeze to get any results on a bike that at 347.6 pounds, is right on the '95 four-cylinder weight limit. Still, I managed to outbrake the even-lighter Ducati into the first turn - only, I outbraked myself as well, running way too wide and getting passed on the way out! Darn - no works contract...

Still, by the end of 20 laps or so I was coming to terms with the Yamaha's fiery engine performance, even if the instant response from the light-switch throttle took a lot of getting used to. But getting hard on the gas exiting any of the quartet of Mugello chicanes was an invitation to get the rear Dunlop spinning as it tried to hook up, which may be all part of life's rich pageant for the likes of Texan road racers like Colin and Kev, but for li'l ol' me is an acquired taste. Especially when what happens next on the YZF is a power wobble that flaps the bars in your hands as you're leaned over in the middle of a turn, while the Yamaha pushes the front wheel toward the outside of the track in a display of power understeer that I never felt with the same chassis riding Pirovano's or Casoli's bikes. Phew! Add in the fact that the bike feels surprisingly top-heavy, and you have a physically demanding package that must have taxed the riders' stamina racing it twice a day at each Superbike round.

Colin has the bike set up so that it steers into a turn very fast, which his distinctive riding position - upper body far forward over the tank and elbows bent backwards - only accentuates. Yet in spite of what feels like a tall rear ride height and shortish 55.5-inch wheelbase (the swingarm was slightly lengthened compared to '94, and its pivot is adjustable vertically for the first time), the Yamaha is hard to change direction with quickly in turns - you need a lot of muscle to flip it over from side to side in a chicane. This is a strong-minded bike with a will of its own, whereas Carl's Ducati felt less extreme and more rider-friendly, in handling as well as engine performance.

The bottom line from all this is that the YZF is both daunting and demoralizing. Daunting, because it's even more of a missile in a straight line than the Belgarda bikes I've ridden in the past, but demoralizing because the light-switch power delivery means getting the engine's mega-power to the ground requires carefully dialed-in suspension and a critical choice of tires - and I lost out on both counts. Former right-hand man to Kel Carruthers with King Kenny and Fast Eddie on the title-winning Yamaha 500 GP team, then more recently Lawson and Kocinski's race engineer with Cagiva, Fiorenzo Fanali explained why when I stopped to whine at him about the handling.

"You're riding the bike the way Colin had to race it earlier this year," said Fanali, "because the tires you have are early-'95 English Dunlops that we had to use at the start of the season. At least you can experience the kind of problem he had to handle while Dunlop Japan were getting back to normal after the earthquake! In fact, for Colin the biggest problem was the front tire, because he doesn't like a stable bike - not like Nagai, who rode more smoothly like I think is necessary with Superbikes. He preferred more trail and stability, just like Eddie Lawson. Colin's style is maybe better suited to 500 GP, because he prefers to have the bike moving around a lot, so he can feel how the front tire is behaving - it's his biggest concern. He likes the bike to feel nervous, to change direction very quickly in the chicane.

Yamaha YZF750

Specifications

Engine	Liquid-cooled, DOHC, in-line four-cylinder four-stroke with five valves per cylinder and central chain camshaft drive
Bore x stroke	72 x 46mm
Displacement	749cc
Output	Over 160 bhp at 13,800 rpm
Compression ratio	13.2:1
Carburetion	(4) 39mm Keihin flat-slide
Ignition	Digital electronic CDI (non-programmable)
Gearbox	6-speed
Clutch	Multiplate dry (8 metal/9 friction)
Chassis	Aluminum twin-spar Deltabox
Suspension	
Front	46mm Ohlins inverted telescopic forks
Rear	Fabricated aluminum swingarm with rising-rate linkage and single Ohlins shock
Rake/trail	24°/98mm
Wheelbase	55.5 in.
Weight	347.6 lbs. without fuel tank/with oil and water
Weight distribution, front/rear	53/47%
Brakes	
Front	Dual 320mm Nissin cast-iron discs with six-piston Nissin calipers
Rear	Single 192mm Yamaha steel disc with two-piston Yamaha caliper
Wheels/tires	
Front	125/70-17 Dunlop KR106 radial on 3.75-in. Marchesini wheel
Rear	185/50-17 Dunlop ER108 radial on 6.00-in. Marchesini wheel
Top speed	181 mph (Hockenheim)
Year of manufacture	1995
Owner	Yamaha Motor Co., Iwata, Japan

"I watch you in a turn and I see you're having problems - but that's because the suspension is wrong for you. You're heavier than Colin and you sit further back, lying over the tank, so you need a stiffer rear spring, like the 9.4 we used at Monza when Colin complained about pushing the front in all the big, fast turns taken hard on the gas, which squats the rear end. We also changed the rear link to alter the progression, so that after about 60mm of wheel travel, it goes stiffer, and maybe that's what you need too - we better go check the telemetry under the seat to find out! We also need to change the fork settings to suit your style, because you're trying to use more corner speed than Colin - he's got more of a 500 GP style where he stops and turns and gets real hard on the gas, spinning the tire hard like on the dirt. The Dunlops we got by the end of the season were much better for letting him do that. Before, we were working all the time to change offsets, alter suspension settings, experiment with chassis geometry - all to get over a tire problem. At Laguna Seca we tried 12 or 14 different front tires, but none of them gave him any confidence.

"But at Monza, for example, Colin was really happy with what Dunlop could provide - but then we couldn't get those same tires again for the next race, and it wasn't till Brands Hatch that Dunlop were able to get over their problems and come up with good products at every race. But soon after that happened, our season ended when we lost Nagai-san.... Up till then, the bike was very powerful, but you couldn't spin it up hard out of a corner, because there was no side grip at the rear. We tried everything to get better traction, including stiffening up the chassis still further by welding on some more alloy plates, but it was a tire construction problem that had to be fixed."

So did that mean the Yamaha team had to try to get around the tire problems by compromising with suspension and geometry settings? "Sure, we were forced to try to find a least-worst setup for each race. This is a good motorcycle, which is very fast and has the potential to win the championship. But only if everything is right. Developing a bike involves a constant game of leapfrog: You get a good tire that will last the whole race performing well, then you develop the suspension to suit it, then you go further. So now the tire's not good enough, so Dunlop need to work some more and then they come up with a better tire, but now the suspension needs to be improved to catch up. In Italy we call it the Endless Game - you can never be satisfied, because you're always working on improvement. The trick is to improve faster than your rivals, and in 1996, I'm sure Yamaha will!"

Place your bets now, folks. And while you're at it, what odds on Yamaha beating Cagiva to being the first to launch a fuel-injected, slant-block in-line four-cylinder Superbike for '97? Taka Suzuki has gone on record admitting that Yamaha is working on EFI, but says a combination of costs and a lack of any obvious benefit as yet in testing are holding them back from adopting it. Given the suave superpower delivered by the fuel-injected RC45 Honda in its latest form - not to mention the Ducati - and the fiercer delivery of the current Yamaha, I think I could identify one potential area of benefit from EFI. But then, maybe Colin wouldn't be able to ride it like the four-stroke GP 500 the YZF definitely is at present. CN

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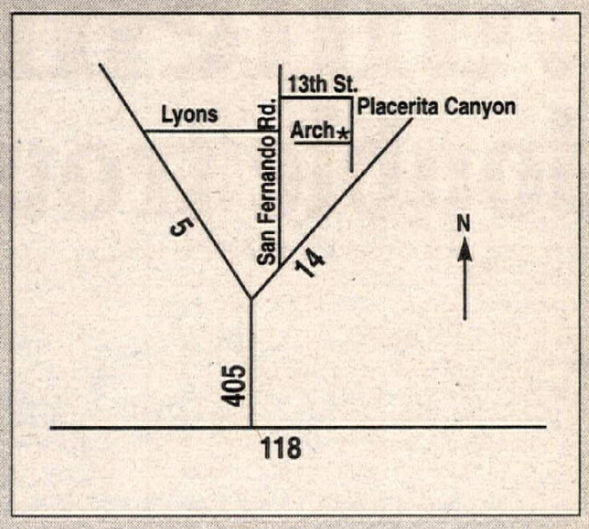

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(Left) Frenchman David Vuillemin swept the 125 and 250cc Pro classes at Los Angeles County Raceway.
(Right) National Reliability Enduro Champion Rodney Smith showed up at LACR to do some cross training. The former 250cc GP winner still has impressive speed.
(Below) Justin Buckelew (58) leads the way at the start of the Super Mini-class race. Here, Billy Payne (95), Danny Carlson (135) and Chris Rogers (60) give chase.

Vuillemin double trouble

By Tony Alessi

PALMDALE, CA, JAN. 21

Eighteen-year-old Frenchman David Vuillemin was victorious in the 125 and 250cc Pro classes at round two of the GFI/AXO Winter Series, held at Los Angeles County Raceway.

Vuillemin, who has been in the United States for less than a month, seems to be adapting to American racing well, as was evident by his sweep of the Pro classes.

"I owe this all to Donny Emler from FMF, who gave me the bikes to ride," said Vuillemin. "Next week after the Anaheim Supercross I will return to France."

Like his preceding countrymen Jean-Michel Bayle and, more recently, Mickael Pichon, Vuillemin chose to get his feet wet at GFI races. "This was my first time racing a 250 today," said Vuillemin.

When the gate dropped for the first 250cc Pro moto, National Reliability Enduro Champion and former 250cc GP contender Rodney Smith nabbed the holeshot. "The Suzuki Off Road Team is trying out some cross training here today," said Smith. "I can ride for three hours without breaking a sweat in an off-road environment, but motocross requires not only fast sprints, but the use of many riding techniques that can tire you out fast."

Smith was obviously a bit rusty in the supercross department as he was quickly passed by two-time 125cc National Champion Micky Dymond in the stadium rockers. Smith was also swooped on by Justin Tiearney, who quickly pulled away and set after Dymond. There would be no catching Dymond, however, as his smooth riding style allowed him to maintain a modest lead.

Thousand Oaks Yamaha's Billy Mercier got away good at the start but was involved in a bar-banging clash with David Evilsizer. Vuillemin was nearly dead last, and was working his way through the pack quickly.

"The American riders were crazy on the first lap," said Vuillemin. "I started sixth, then was 15th."

By the halfway point of the race, it was obvious that Vuillemin was the fastest rider on the track, as he moved into third behind Dymond and Tiearney. On the next-to-last lap, Dymond made an odd mistake when he pulled off on the white-flag lap and gave the lead to Tiearney.

"I don't know what happened," said Tiearney. "I think he must have thought he saw the checkered flag."

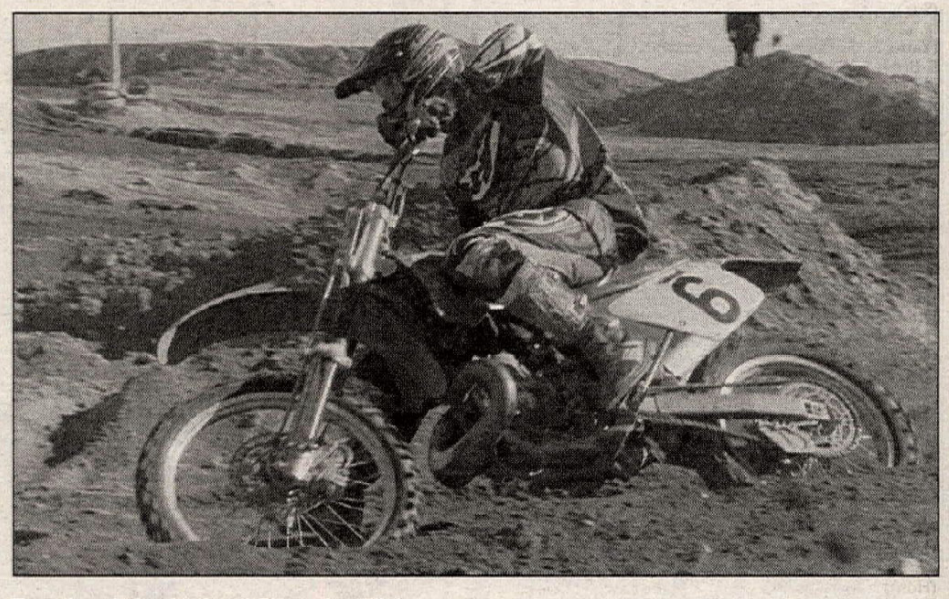
Tiearney's lead was short-lived, though, as the flying Frenchman pulled out the stops and passed both him and a recovered Dymond with a pair of awesome passes.

"He took me high then stole my line and ran off," said Tiearney of Vuillemin's block pass.

In the end, Vuillemin captured the win over Tiearney and Dymond, while Shane Esposito and Smith rounded out the top five.

The story was nearly the same in the 125cc Pro class race, but this time the supporting cast was composed of Esposito and Smith, not Dymond and Tiearney. Esposito led for most of the race but Vuillemin worked towards the front of the pack quickly after starting well outside of the top 10. Vuillemin eventually passed both Esposito and Smith to take over the lead. Vuillemin pulled away with a commanding lead over Esposito, Smith, Tiearney and Dean Matson.

Justin Buckelew picked up where he left off at the series opener and romped away with the win in the Super Mini class. The new GFI class allows bikes to have larger wheels and big-bore kits up to 113cc. Buckelew powered away with the holeshot in the first moto and flat disappeared from the field. Billy Payne was second-fastest, while Honda's Danny Carlson rounded out the top three ahead of Mike Young, Chris Rogers and Dylan Lord. CN



Two-time 125cc National Champion Micky Dymond won the Vet Pro class and finished third in the 250cc Pro class as well.

Los Angeles County Raceway
Palmdale, California
Results: January 21, 1996

125 PRO: 1. David Vuillemin (Kaw); 2. Shane Esposito (Suz); 3. Rodney Smith (Suz); 4. Justin Tiearney (Yam); 5. Dean Matson (Suz).

250 PRO: 1. David Vuillemin (Kaw); 2. Justin Tiearney (Yam); 3. Micky Dymond (Kaw); 4. Shane Esposito (Suz); 5. Rodney Smith (Suz).

50 FT (4-6): 1. Tye Hames (KTM); 2. Ben Johnson (Yam); 3. Randy Maldonado (Yam); 4. Andrew Couto (LEM); 5. Craig McClure (KTM).

50 STK BEG (4-6): 1. Jonathan McCarthy (LEM); 2. Matt Ford (LEM); 3. Chad Cirores (KTM); 4. Jason Endo (KTM); 5. Gary Mller (KTM).

50 STK (4-6): 1. Bryce Terzian (KTM); 2. Chad Gores (KTM); 3. Warren Davis (Yam); 4. Brian Hihner (KTM); 5. Michael Perry (KTM).

50 STK BEG (7-8): 1. David Hough (LEM); 2. Tyler Pineda (KTM); 3. Chad Cole (LEM): 4. Dustin DeLucia (KTM).

50 STK (7-8): 1. Mike Alessi (KTM); 2. Jarred Browne (KTM); 3. David Hough (LEM); 4. Sean Burkenhagen (KTM); 5. Sean Coleman (KTM).

50 MOD BEG (4-6): 1. Warren Davis (KTM); 2. Chad Gores (KTM); 3. Bryce Terzian (KTM); 4. Mike Meade (LEM); 5. Kahn Nicholson (KTM).

50 OPEN: 1. Edward Herring (LEM); 2. Michael Perry (KTM).

60 FT: 1. Frankie Pineda (Kaw); 2. Weston Patrick (Kaw); 3. Sean Borkenhagen (Kaw); 4. Anthony Charlette (Kaw); 5. Christopher Drouin (Kaw).

60 BEG: 1. Brett Mountain (Kaw); 2. Jarred Browne (Kaw); 3. Michael Bierschiel (Kaw); 4. Jeff Alessi (Kaw); 5. Kyle Foltz (Kaw).

60 NOV: 1. Zac Wray (Kaw); 2. Kelly Tedder (Kaw); 3. Daniel Sani (Kaw); 4. Tommy Cochran (Kaw); 5. Adam Benavides (Kaw).

60 INT: 1. Ryan Beat (Kaw); 2. Vincent Rhoads (Kaw); 3. Mike Alessi (Kaw).

60 OPEN: 1. Chris Nihan (Kaw).

80 FT: 1. Kelly Tedder (Kaw); 2. Juston Lavoie (Suz); 3. Jeff Loop (Suz).

80 BEG D-1: 1. Jeremy Kiper (Suz); 2. Joey Madden (Kaw); 3. Sean O'connor (Yam); 4. Ryan Beat Hon); 5. Donny Emler (Kaw).

80 BEG D-2: 1. Duck Lindsey (Hon); 2. David Andreiko (Hon); 3. Robert Bland (Hon); 4. Miles Buck (Suz); 5. Vincent Bernavines (Hon).

80 NOV: 1. Shawn Scott (Hon); 2. Josh Moraine (Kaw); 3. J.J. Bonanno (Yam); 4. Kevin Gahan (Yam); 5. Jason Ciarletta (Suz).

80 INT: 1. Chris Rogers (Suz); 2. Jason Webb (Suz); 3. Dylan Lord (Hon); 4. Levi Reid (Yam); 5. Devin Seeger (Yam).

80 OPEN/EX: 1. Danny Carlson (Hon); 2. Robby Couse (Suz) 3. Jonathan Shimp (Hon); 4. Michael Young (Hon); 5. Billy Payne (Kaw).

80 S/MINI: 1. Justin Buckelew (Yam); 2. Billy Payne (Kaw); 3. Danny Carlson (Hon); 4. Michael Young (Hon); 5. Chris Rogers (Suz).

125 BEG D-1: Scott Monster (Suz); 2. Chris Montreal (Yam); 3. Terry Heard (Suz); 4. Chad Neal (Hon); 5. Michael Whitson (Suz).

125 BEG D-2: 1. Jason Webb (Suz); 2. Robert Morgan (Kaw); 3. Dave Riley (Suz); 4. Cody Knauss (Suz); 5. Corey Hoer (Suz).

125 NOV D-1: Araron Cheselske (Suz); 2. Casey Gould (Han); 3. Zeb Armstrong (Yam); 4. Tom Hayes (Hon); 5. Scot Pripten (Yam).

125 NOV D-2: 1. Justin Scullen (Suz); 2. Neil Alonzo (Kaw); 3. Terry Gastouniotis (Yam); 4. Stan Lundvquist (Suz); 5. Narek Jahoda (Kaw).

125 INT: 1. Jiri Dostal (Suz); 2. Josh Tarantino (Yam); 3. Tim Beatty (Yam); 4. Scott Conley (Kaw); 5. Steve Hatch (Suz).

250 BEG: 1. Robby Mueller (Yam); 2. Craig Wirths (Yam); 3. Gabriel Howard (Hon); 4. Brent Greer (Suz); 5. Bryan Brooks (Kaw).

250 NOV: 1. Zeb Armstrong (Yam); 2. Tom Hayes (Hon); 3. Brad Schultz (Yam); 4. Kevin Coleman (Suz); 5. Clay Cellen (Kaw).

250 INT: 1. Ismo Vehkonen (Yam); 2. Tim Beatty (Yam); 3. Darrin Hoeft (Suz); 4. Mike Kadlecek (Hon); 5. Brian Sweeney (Suz).

500 BEG: 1. Charles Galles (Kaw).

500 INT: 1. Mike Hodges (Hon); 2. James Williams (Hon); 3. Dean May (Hon); 4. Jeremy Chisium (Hon); 5. John Matalamaki (Hon).

500 PRO: 1. Dean Matson (Hon); 2. Tony Sulek (Hon); 3. Jim Lindomin (Hon); 4. Frank Zeinka (Hon)l 5. Gary Rabe (Hon).

25+ BEG: 1. Craig Wirths (Yam); 2. David McCarthy (Hon); 3. Stan Thomas (Hon); 4. Darin Pierce (Kaw); 5. Ron Gregg (Yam).

25+ NOV: 1. Matt Parsons (Yam); 2. Stan Lundvquist (Suz); 3. Victor Sheldon (Kaw); 4. Jerry Jetton (Suz); 5. Tom Barker (Hon).

25+ INT: 1. Brian Sweeney (Suz); 2. Charlie Flippen (Suz); 3. Chris Murphy (Hon); 4. Joe Merriam (Hon); 5. Mike Hodges (Suz).

25+ EX: 1. Darrin Hoeft (Suz); 2. Kenny Clifton (Hon); 3. Ron Gilbert (Kaw); 4. Rich Truchinski (Hon); 5. Kevin Allman (Yam).

30+ BEG: 1. Bob Baron (Hon); 2. Johnny Piper (Suz); 3. Scott McCormack (Hon); 4. Victor Maynez (Hon); 5. Richard Marschall (Hon).

30+ NOV: 1. Darren Paley (Hon); 2. Terry Aslor (Hon); 3. Steve Walker (Hon); 4. Jerry Jetton (Suz); David Barnes (Hon).

30+ INT: 1. Craig Conaway (Hon); 2. Joe Merriam (Hon); 3. Mark Brooks (Suz); 4. Steve Lawler (Yam); 5. Bob Bang (Yam).

30+ PRO: 1. Micky Dymond (Kaw); 2. Rodney Smith (Suz).

30+ EX: 1. Jim Holley (Yam); 2. Rich Truchinski (Hon); 3. Kevin Allman (Yam); 4. Jim Dunn (Yam); 4. Ernie Barba (Yam).

35+ NOV: 1. Steve Williams (Hon); 2. Matt Nelson (Yam); 3. Jeff Gianni (Suz); 4. Scott Drouin (Hon).

35+ INT: 1. Mark Brooks (Suz); 2. Steve Lawler (Yain); 3. Joel Marriott (Yam); 4. Daniel Scharf (Kaw); 5. Leo Saul (Hon).

35+ EX: 1. Mike Webb (Suz).

40+ NOV: 1. Greg McCarthy (Hon); 2. Larry Thompson (Yam); 3. Bud Lewis (Yam); 4. John Sullivan (Hon); 5. Charles Howell (Yam).

40+ INT: 1. Danny Smith (Hon); 2. Bob Archer (Hon) 3. Pryor Campbell (Yam); 4. Lee Johnson (Yam); 5. David Chum (Suz).

40+ EX: 1 Mark White (Yam); 2. Mike Webb (Suz); 3. Jef Harriott (Yam); 4. John Atwood (Yam); 5. John Handelin (Yam).

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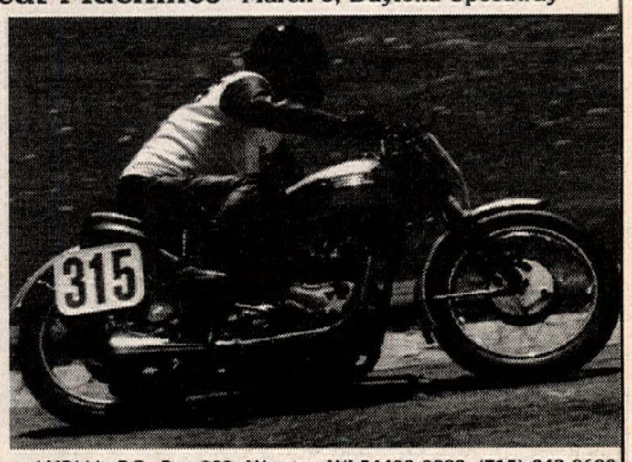

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Tichenor struts his stuff

By Mike and Anne Adair

DADE CITY, FL, JAN 20-21

Ron Tichenor rolled to both Pro-class victories at round three of the Florida Winter AMA Motocross Series at Dade City Motocross Raceway, but literally had to beg a bike to race. After the Suzuki Japan-backed rider trashed his Suzuki RM250 transmission in practice, he borrowed a bike from a racer whom he didn't even know.

"I walked the pits until I found a RM250," said Tichenor. "I asked a total stranger (John Starling, a 30+ B-class rider), and he allowed me to borrow his bike."

Tichenor's mechanic Barry Kern switched front forks, the shock and the pipe. Tichenor went on to win both 250cc motos and maintain his series point lead. Tichenor's wife, Brandi, commented with a smile, " There are some really nice people out in the world, and Starling is one of them."

Tichenor's toughest challenge came from Tony Lorusso in the final 125cc Pro moto. The pair swapped the lead several times before Tichenor took the checkered flag.

An impressive turnout of 490 riders enjoyed a warm, sunny Florida day of racing at Randy Yoho's Dade City Track. After relatively hard-packed tracks at Gainesville and Ocala, sand riders were ready for their turn to shine.

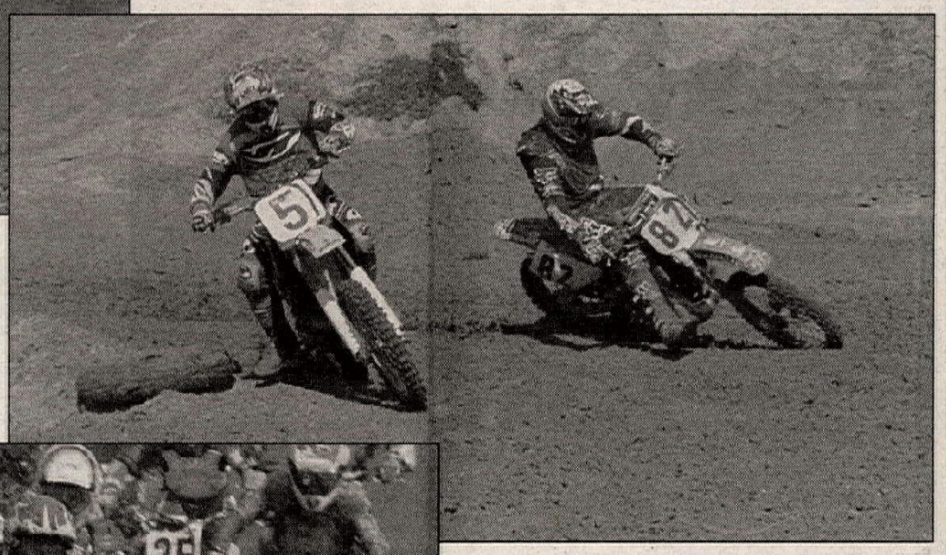
In the opening 125cc Pro moto Tichenor squeezed out of the first turn ahead of Jeff Curry, Brock Sellards, Robbie Skaggs, Chad Sheppard, Chris Bailey, Yul Kawashima, Richie Horton, Mathew Crown and Pat Barton.

"Tichenor was in the clear," said Curry, the eventual runner-up. "I tried to be careful with the lappers, but had to also worry about Skaggs."

Anthony Pocorobba, who ended the moto fourth behind Tichenor, Curry and Skaggs, said, "I fell in the early laps and had to make up a lot of places. I was trying to catch Skaggs, but banged a previously injured hurt knuckle on the bars."

Tony Lorusso improved his first-moto sixth with a winning start in the final moto ahead of Jeff Jansen, Barton, Curry, Mike Treadwell, Shane O'Connor, David Kratz and Skaggs. Suzuki/Nankai/Dunlop/Pro Circuit/Shoei/Alpine Stars/Bill's Pipes/Performance Engineering-sponsored Tichenor said, "I started well, but crashed on the first lap and had to run a bunch of guys down."

(Above) Former All Japan National MX Champion Ronnie Tichenor swept the 125 and 250cc Pro classes at Dade City Raceway, despite having to borrow an unfamiliar 250 when his race bike broke during practice.
(Left) Tony Lorusso (42) raced to third in the 125cc Pro class and fifth in the 250cc division. Here, he leads Jef Jansen (115) and Shane O'Connor (13).



(Right) Pat Barton (5) and Earl May (82) battled in the Vet classes. Barton topped the Vet Pro class, May aced the 25+ division.
(Below) Matt Walker (27) ripped to the win in the Super Mini class with a wire-to-wire romp.

Lorusso rolled into the lead and at the five-lap mark had Curry, Tichenor, Jansen, Treadwell and Barton in his roost.

"I started to get a little tired, made some mistakes and Ronnie caught and passed me," said Lorusso. "But then he high-sided in a turn, and I regained the lead."

Tichenor recovered quickly and closed the gap again before accelerating past Lorusso on the fast uphill straight for the win. Lorusso held off Curry for second ahead of Treadwell and Barton.

Shane O'Connor's first 250cc Pro moto lead was short-lived as Tichenor rocketed past. While Tichenor controlled the lead, Curry and Gene

Naumec gassed it to the front of the pack. By lap three it was Tichenor, Skaggs, O'Connor and Curry. Naumec dove into a berm, trying to pass Skaggs, and crashed. Curry was in the third spot by lap five and wore down Skaggs to take over the eventual second on lap 12.

"The track got deeper and rougher on every lap," said Tichenor. "I am amazed that the borrowed bike worked so well. With a little gearing change it will be even better."

Skaggs led Lorusso, Tichenor, Treadwell, Barton, Naumec and Joel Dengler in the opening lap of moto two. Tichenor checked off Lorusso first, then Skaggs a few turns later and then virtually put the moto on ice after the first lap, showing the best conditioning of any rider in the series. Skaggs held Treadwell at bay. Near the end of the moto, Curry joined the leaders, but had to settle for third in the moto and second overall.

Ricky Carmichael is back! The Kawasaki Team Green rider returned from knee surgery with a vengeance and scored six moto wins in the 125cc B, 250cc B, and 16-24 classes.

"I'm really glad to be back," said Carmichael. "The knee feels good now. I'm trying to smooth out my riding after the layoff." CN

Dade City Raceway
Dade City, Florida
Results: January 20-21

125 PRO: 1. Ronnie Tichenor (Suz); 2. Jeff Curry (Suz); 3. Tony Lorusso (Hon); 4. Pat Barton (Suz); 5. Robbie Horton (Kaw).

250 PRO: 1. Ronnie Tichenor (Suz); 2. Jeff Curry (Suz); 3. Robbie Skaggs (Kaw); 4. Joel Dengler (Suz); 5. Tony Lorusso (Hon).

VET PRO: 1. Pat Barton (Suz); 2. Earl May (Kaw); 3. Jerry Seip (Kaw); 4. Kevin Knight (Hon); 5. Bobby Wilson (Kaw).

125 A: 1. Jeff Curry (Suz); 2. Jeff Janssen (Yam); 3. Brock Sellards (Kaw); 4. Shane O'Connor (Hon); 5. Anthony Pocorobba (Suz).

250 A: 1. Robbie Horton (Kaw); 2. Anthony Pocorobba (Suz); 3. Jeff Curry (Suz); 4. Patrick Barton (Suz); 5. Robbie Skaggs (Kaw).

P/W (4-6): 1. Ricky Renner (KTM); 2. Daniel Lyautey (KTM); 3. Dean Dyess (Lem); 4. Jonathan Camp (KTM); 5. Tony Rhonellii (KTM).

P/W (7-8): 1. Kyle Chrisholn (Cob); 2. Kyle Orr (Cob); 3. Davey Millsaps (Cob); 4. Jimmy Kerp (Cob); 5. Phillip Hewett (Cob).

60 (7-11): 1. James Stewart (Kaw); 2. Davey Millsaps (Kaw); 3. Nathan Davenport (Kaw); 4. Matthew Goerke (Kaw); 5. Dale Kunp (Kaw).

80 (7-1): 1. James Stewart (Kaw); 2. Gene Stull (Suz); 3. Chaz Northey (Suz); 4. Dan Truman (Kaw); 5. Donald McGourty (Suz).

85 (12-13): 1. Kyle Farnell (Yam); 2. Aaron Lindsey (Kaw); 3. Tony Medrano (Kaw); 4. Chad Johnson (Suz); 5. Tyson Hadsell (Suz).

85 (14-15): 1. J.B. Ballard (Hon); 2. Matt Walker (Yam); 3. Jesse Adams (Suz); 4. Derrick McKinney (Kaw); 5. Michael Stevenson (KTM).

S/MINI: 1. Matt Walker (Yam); 2. Aaron Lindsey (Kaw); 3. Kyle Farnell (Yam); 4. Jessie Ballard (Hon); 5. Tyson Hadsell (Suz).

125 YTH: 1. Ernesto Fonseca (Yam); 2. Aaron Lindsey (Kaw); 3. Brad Cannon (Yam); 4. Robert Farnell (Yam); 5. Cory Willey (Suz).

16-24: 1. Ricky Carmichael (Kaw); 2. Shae Bentley (Kaw); 3. Kurt Sims (Kaw); 4. Alex Milet (Hon); 5. Jeff Nielander (Hon).

25+ A: 1. Earl May (Kaw); 2. Pat Barton (Suz); 3. Matt Crown (Yam); 4. Kevin Knight (Hon); 5. Troy Assemuny (Hon).

30+ A: 1. Earl May (Kaw); 2. Pat Barton (Suz); 3. Kevin Knight (Hon); 4. Bobby Wilson (Kaw); 5. Lee McIlvaine (Yam).

40+: 1. David Clemence (Kaw); 2. Kenneth Frankenberg (Hon); 3. Gary Peak (Hon); 4. Chris Douthitt (Hon); 5. Dave Curry (Hon).

50+: 1. Frank Carillo (Hon); 2. George Singler Hon); 3. Terrell Welburn (Suz); 4. Robert Parden (yam); 5. Len Edgar (Hon).

25+: 1. Marcus Pedero (Suz); 2. Mark Beaner (Suz); 3. Steve Dumong (Yam); 4. Barrett Duchscher (Kaw); 5. John Choate (Yam).

30+ B/C: 1. Mark Beamer (Suz); 2. David Bowman (Suz); 3. Sam Redmond (Hon); 4. Willis Brock (Hon); 5. Rodney Reber (Yam).

35+ B: 1. Eric Harvey (Yam); 2. Willis Brock (Hon); 3. David Clemence (Kaw); 4. Tony Gallardy (Yam); 5. Bob Riker (Kaw).

125 B: 1. Ricky Carmichael (Kaw); 2. Jason Thomas (Hon); 3. Ernesto Fonseca (Yam); 4. Shae Bentley (Kaw); 5. Brad Cannon (Yam).

250 B: 1. Ricky Carmichael (Kaw); 2. Jason Thomas (Hon); 3. Scott Lamb (Hon); 4. Kurt Sims (Kaw); 5. Bryan Ust (Suz).

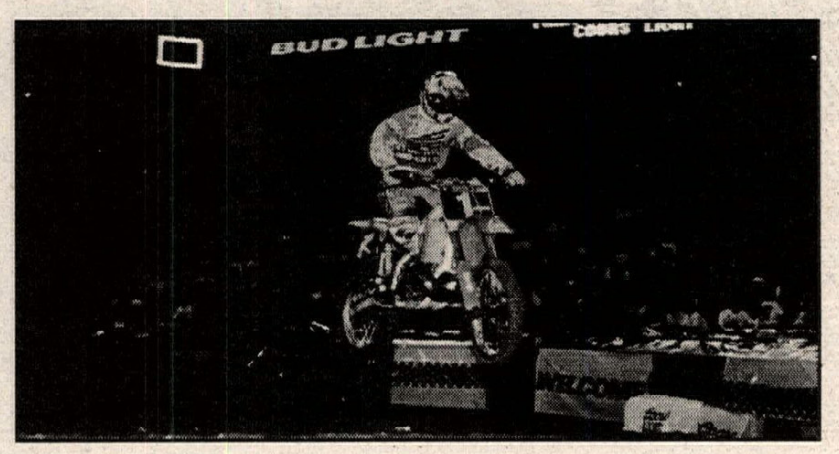
OPEN NOV: 1. Phillip Rage (Hon); 2. David Kuxhausen (Hon); 3. Mike McConville (Hon); 4. Mark Baginet (Kaw); 5. Rudy Sauvelle (Hon).

125 C: 1. Jesse Fleming (Hon); 2. Allan Assaf (Hon); 3. Shawn Pettit (Kaw); 4. Chris Taylor (Hon); 5. Buckley Schuler (Suz).

250 C: 1. Jesse Fleming (Hon); 2. Justin Tank (Yam); 3. Sheldon McVay (Kaw); 4. Kenin Bendle (Kaw); 5. Mike Taylor (Kaw).

ROUND 5 OF THE

AMA Supercross Series



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MOTOCROSS
CMC Golden State Nationals

Round 2: Rainbow II MX Park

Ryan over the Rainbow

(Above) Honda of Troy's Casey Lytle (119) nabbed the holeshot in the 125cc Pro class ahead of eventual winner Rick Ryan (93) and Motocross des Nations 125cc-class champion Sebastien Tortelli (3T). (Below left) Rick Ryan (93) flew past Spud Walters (64) en route to the 125cc Pro-class win. (Below right) Spud Walters (64) started poorly in the first 125cc Pro moto, but worked his way towards the front with impressive speed. Here, he prepares to pass Mike Chamberlain (9).

By Scott Hoffman

SAN JACINTO, CA, JAN. 21

After a horrendous crash in the 250cc Pro class and multiple restarts in the second 125cc Pro moto, Rick Ryan overcame adversity and claimed the win in the 125cc Pro class aboard his Fox/FMF-backed Suzuki. Racers went south to Rainbow II MX Park to battle for valuable points at round two of the CMC/MSR Golden State Nationals.

Racers were treated to excellent track conditions throughout most of the day, until the race against the weather became a factor. In less than 20 minutes, clouds rolled in and turned the track into a muddy pigpen. The last five motos of the day were canceled, and the final results were based on moto one.

When the gate dropped for the first 125cc Pro moto it was Eric Schnell with the holeshot, but before he could enjoy the lead, Ryan and Ray Crumb were all over his tail and dropped him back to third. Crumb was on the gas during the first lap and briefly jumped into the lead before Ryan retaliated and retook the helm and started to pull away.

"This is the first time I have really felt good on the bike since I got it," said Ryan.

As the mayhem of the first lap calmed down, Spud Walters was first to set his sights on the leaders. He made quick work of Dustin Nelson, Casey Lytle and Schnell, and before long was breathing down Crumb's neck for second. Walters dogged Crumb for three laps before he could find a way around. Walters never gave up, though, and Crumb finally cracked under the pressure.

"I made a little mistake and I clipped Spud's rear tire, and the next thing I knew I was on the ground," said Crumb.

Crumb was able to remount and only lose a few positions. Back in the pack, Frenchman Sebastien Tortelli was recovering from a poor start and was working his way through the field. Tortelli was able to move into the fourth by the finish. Up front, Walters reeled in Ryan and was looking for a place to take over the lead, but Ryan countered and Walters lost some ground. At this point the white flag flew and Walters had to settle for second as Ryan took the win.

The start of moto two was total chaos. The first time the gate fell, one of the starting gates malfunctioned and the race had to be red-flagged. On the restart, Tortelli and Nelson collided going into the first turn and Tortelli's foot was sucked into Nelson's rear wheel and through the swingarm. After 10 minutes, mechanics were able to remove the rear wheel, and both riders were able to line up for the third restart. When the gate dropped for the third and final time, Ryan was all over the first turn and roosted away with the lead followed by Lytle and Walters. Lytle quickly took over the lead as Ryan was nursing a sore foot from the 250 race.

"I flipped the bike going through the whoops and sprained my ankle. I wrapped my foot and I can't even buckle my boot all the way," said Ryan before the start of moto two.

Lytle was on the gas during moto two and quickly pulled on the field. Ryan was holding his own as Walters and Travis Preston were swapping tire marks for third. Back in the pack, Tortelli sat back during the opening lap and decided to kick in the turbo boosters at the start of lap two. Tortelli was a master on his bike, making it look easy as he sliced and diced his way to the front. He made his way to the front with two laps to spare and set his sights on Lytle. Tortelli reeled in Lytle with ease and when he was on his rear tire, he cut to the inside line and motored away to the finish. Lytle held second as Ryan held his ground to take third and the overall win.

In the 250cc Junior class, Craig Monty was on fire. Monty won both motos in start-to-finish fashion. In moto one, Monty was up front and had Jeremiah Brawer, David Hopfe and Jason Lowther trailing close during the opening laps, but they were no match for him. Brawer ran into trouble during the second lap and was not able to finish the moto. Hopfe and Lowther took over second and third and ended up finishing in the same order.

In moto two, Monty was again the leader followed by Chris Finley and Hopfe. Hopfe was able to take over second early in the moto, but Finley stayed close and retook second with time to spare. When the race was over, Monty cruised in for the win followed by Finley and Hopfe. Hopfe was able to take second-place honors for the day.

In other race action, Buck Guiley took the win in the 80cc Beginner class over Richard Owens and Nicolas Burnson. Gulley won the first moto and because of the rain-canceled second moto, Owens was not able to challenge for the overall. CN

Rainbow II MX Park
San Jacinto, California
Results: January 21, 1996

P/W (4-6): 1. Justin Whaler (KTM); 2. Dustin Ecochs (LEM); 3. Chase Takacs (KTM); 4. Jared Partridge (KTM); 5. Cole Seely (KTM).

P/W (7-9): 1. Chris Blose (KTM); 2. Ryan Roybal (KTM); 3. Michael LaPaglia (KTM); 4. Jason Grille (KTM); 5. J.J. Noone (KTM).

P/W MOD: 1. Chris Blose (Yam); 2. Ricky Hemme (LEM); 3. J.J. Noone (LEM); 4. Michael LaPaglia (KTM); 5. Cole Sealy (Yam).

60 (0-8): 1. Scott Blose (Kaw); 2. Scott Martin (Kaw); 3. Ricky Hemme (Kaw); 4. Jesse Bowler (Kaw); 5. Bryan Roybal (Kaw).

60 (9-11): 1. Sean Collier (Kaw); 2. Darly Ecklund (Kaw); 3. Billy Swapp (Kaw); 4. Nicholas Burson (Kaw); 5. Carlos Gonzales (Kaw).

80 BEG: 1. Buck Gulley (Yam); 2. Richard Owens (Yam); 3. Nicholas Burnson (Suz); 4. Steven Price (Kaw); 5. Shawn Connelly (Kaw).

80 (7-11): 1. Bobby Bonds (Kaw); 2. Emit Kling (Suz); 3. Daton Beavers (Hon), 4. Michael Blose (Yam); 5. Kyle Partridge (Suz).

80 (12-13): 1. Bryan McGavran (Hon); 2. Sean Hamblin (Yam); 3. Ross Garcia (Yam); 4. Justin Mace (Suz); 5. Dustin Watson (Suz).

80 (14-16): 1. Tim Langdon (Kaw); 2. Brandon Morgan (Yam); 3. Dustin Ryley (Yam).

S/MINI: 1. Brian McGavran (Hon); 2. Sean Hamblin (Yam); 3. Dustin Ryley (Yam); 4. Emit Kling (Suz); 5. Brandon Morgan (Yam).

125 BEG: 1. Brian Merowsky (Suz); 2. Jeff Taylor (Suz); 3. Bob Ames (Suz); 4. Clint Brown (Suz); 5. Justin Murray (Suz).

125 JR: 1. Jeremy Chausee (Kaw); 2. Jason Fonseca (Suz); 3. Cory Gibbons (Hon); 4. Greg Andrew (Suz); 5. Andrew Labrador (Hon).

125 INT: 1. Andy Harrington (Kaw); 2. Doug Parsons (Suz); 4. Andy Anaya (Yam); 5. Adam Pierce (Kaw).

125 PRO: 1. Ricky Ryan (Suz); 2. Sebastien Tortelli (Kaw); 3. Spud Walters (Suz); 4. Mike Chamberlin (Yam); 5. Dustin Nelson (Kaw).

250 BEG: 1. Chad Shupp (Suz); 2. Aaron Richell (Kaw); 3. Rick Chak (Hon); 4. Mike Woreell (Kaw); 5. Wayne Zahrt (Yam).

250 JR: 1. Craig Monty (Kaw); 2. David Hopfe (Hon); 3. Chris Finley (Kaw); 4. Jason Lowther (Yam); 5. Tim Elkins (Hon).

250 INT: 1. Doug Parsons (Suz); 2. Shawn Ellis (Yam); 3. Andy Anaya (Yam); 4. Colin Couto (Hon); 5. Dax Kastrin (Suz).

250 PRO: 1. Yves Demaria (Yam); 2. Dustin Nelson (Kaw); 3. Casey Lytle (Hon); 4. Spud Walters (Suz); 5. Dag Boyesen (Suz).

500 AM: 1. Rich Hanson (Hon); 2. Adrin Masson (Hon); 3. Gary Doggett (Hon); 4. Verg Grant (Hon); 5. Gerald Forth (Hon).

500 PRO: 1. Ricky Ryan (Hon); 2. Jon Nelson (Hon); 3. Dan Berg (Hon); 4. Lars Larson (Hon); 5. Carl Gazafy (Hon).

UTH AM: 1. J.J. Petchel (Hon); 2. Scott Hoffman (Kaw); 3. Steve Piattoni (Suz); 4. Kevin Montgomery (Suz); 5. Scott Wilkinson (Suz).

UTH MSTR: 1. Billy Frank (Kaw); 2. Mike Dunlap (Hon); 3. Jon Zahrt (Yam); 4. Merle Hammer (Yam); 5. Darin Groan (Suz).

UTH PRO: 1. Dag Boyesen (Suz); 2. Chris Youn (Suz); 3. Bader Manneh (Hon); 4. Terry Fowler (Kaw); 5. Tony Stumpt (Yam).

VET BEG: 1. Matt Burnough (Kaw); 2. Frank Fenaro (Hon); 3. Todd Aiken (Hon); 4. Eddie Bay (Yam); 5. Rich Hanson (Yam).

Vet JR: 1. Bob Pride (Suz); 2. Jeff Seifert (Yam); 3. Chris Swift (Hon); 4. Jerry Jackson (Hon); 5. Tom Beu (Hon).

VET INT: 1. Scott Wilkinson (Suz); 2. Don Connerly (Suz); 3. Bobby Vrhel (Hon); 4. Steve Pattoni (Suz); 5. Ron Connerly (Suz).

VET PRO: 1. Terry Fowler (Kaw); 2. Jon Nelson (Suz); 3. Dan Berg (Hon); 4. Greg Dungan (Hon); 5. Tony Stumpt (Yam).

OT AM: 1. Joe Stern (Hon); 2. Karl Scalan (Hon); 3. Roger Sallan (Yam); 4. Dan McClintock (Yam); 5. Ron Tuzinski (Hon).

OT MSTR: 1. Ron Rum (KTM); 2. Carl Gazafy (Hon); 3. Gary Doggett (Hon); 4. Bob Shimp (Yam); 5. Larrs Larson (Hon).

WMN: 1. Corina Chinen (Kaw); 2. Jennifer Nelson (Kaw); 3. Trica Young (Yam); 4. Tracy Breamer (Yam); 5. Marie McMillen (Hon).

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(Top) Paul Boisselle (351) took second on the first day and first on the second in the 125cc Junior class during arenacross action in Salem, Oregon.
(Above) Author Anne Van Beveren (left) negotiates a tricky downhill during the High Desert 250 Dual Sport ride, near Ridgecrest, California. The event drew 185 riders.

Hi Desert 250 Dual Sport Ride

Riders spotted on the Hi Desert

By Anne Van Beveren
Photo by Tom Van Beveren

RIDGECREST, CA, JAN. 13-14

Ridgecrest, California, is making quite a name for itself with dual sport riders.

Last year, the town greeted riders at the Hi Desert 250 dual sport event with rain and snow. This year, the town was hit by a flurry of earthquakes that had local residents shaking in their boots for the two weeks leading up to the ride.

But it takes more than a little rocking and rolling to dampen the spirits of avid dual sport enthusiasts, especially those who have come to know the two-day event organized by California Trail Rides as one of the best on the local calendar.

A record 185 riders turned out for the seventh annual running of the Hi Desert 250, and they were not disappointed. Mild weather, combined with spectacular scenery and lots of single-track trails, put an ear-to-ear smile under every helmet and, each time the riders stopped at a reset, there was much talk about getting together to do it again next year.

Day one's ride made a 140-mile loop southwest to Jawbone Canyon and the bright-pink/orange cliffs of Red Rock Canyon State Park. The roll chart was the busiest most of the dual sporters had ever seen, with as many as three turns in just a tenth of a mile in some sections, and fitting the extra-long roll of paper into the handlebar-mounted roll chart holder was the first challenge of the day.

The next challenge was reading the instructions out on the course. Almost as soon as it left the short opening section of pavement, the course turned onto narrow trails littered with baseball-sized rocks. There was seldom any time to check and, in some of the tightest sections, newcomers to the sport abandoned the roll chart and simply followed the orange marker ribbon that event organizer Larry Langley had placed to confirm the turns.

Experienced riders enjoyed the more-challenging-than-usual route, which had its share of deep sand and a couple of hills that left less-capable riders looking for mercy.

"What hills?" asked Langley, with a smile. "There wasn't anything that tough. Besides, if you don't challenge people, they never get any better."

"I did fine most of the way up that really steep hill—the one where everyone was sitting there, waiting to go up," said Tasha Whitmore, who was putting an ATK605 through its dual sport paces for the first time. "I got past the tricky part - that rock ledge, but I fell off the side of the hill right after that."

The hill wasn't Whitmore's only problem.

"I lost my license plate out there somewhere," she said, shaking her head. "Everybody told me about the problem with ATK license plates breaking so I made this whole assembly for it. I had eight non-corrosive nickel-plated screws in it, and I lost it anyway."

Saturday's course took the riders past Burro Schmidt's tunnel, a hand-dug, 2,087-foot hole in the mountain that the prospector spent 34 years digging in hopes of providing a direct route for hauling ore. By the time they reached the tunnel, most of the dual sporters were either praising the accuracy of the roll chart or shaking their heads and yelling, "Where are we?" to every rider that passed by.

With the tunnel behind them, the riders headed down Last Chance Canyon. The course straightened out for the run into the lunch stop at Jawbone Canyon Store, and then headed northwest to the only easy/hard split of the event.

"I went on the difficult section and I survived," said Mark Mizuba, who traveled from San Diego to join the camaraderie. "It was really challenging, but it was also very safe and I like that. I think they should put more whoops in. No, really, I'm just kidding. They had a ton of them on the difficult section."

An after-ride banquet on Saturday night gave the riders plenty of time to discuss both the trail and their performance. Banquet attendees got a laugh out of Bill Abernathy, who managed to leave home without any of his riding gear, and were humbled by the two 70-year-olds who completed the course. And almost every rider in the house went away with a prize of some sort, ranging from sunglasses and bright-pink grips to a Travelcade gel seat.

The riders were up bright and early again for day two's run, which made a 93-mile loop to the historic mining town of Randsburg. The right-off-the-pavement first hill had many of the novice riders wishing they had eaten a little less at the banquet, as they strained to push their bikes up the steep slope, and Fiddler's Gulch, with its sandy base and rocky waterfall drop-offs had a similar effect right after lunch.

The technical terrain that the riders had enjoyed on Saturday's continued and so did the back-and-forth turns that kept all eyes glued to the roll chart.

When the two days of on- and off-road fun were over, Bob White, who had driven down from Santa Cruz to tackle Southern California's desert for the first time, declared the experience very worthwhile.

"I'm not a big fan of steep, loose hills. The bikes weigh too much and I'm too old to pick them up, and I had never ridden in a sand wash before so it took a while to work out that the faster I went the better it was, but I had a great time," said White. "When people go by you they give you a lot of room - they don't beat you up, and I like the way that you can set your own pace - ride fast when you want to, then quit and slow down when you get to something you don't like."

"This dual sport riding is pretty neat," White concluded. CN

Huffman heats up Salem AX

By Allan's Photos staff

SALEM, OR, JAN. 12-13

Three national pros visited the Salem Fairgrounds to provide additional excitement during a weekend of indoor motocross racing.

Ryan Huffman, Jason Frenette and Jason McCormick competed with the regular Oregonian pros on both nights. Huffman and Frenette took first and second in the 250cc Pro class, while McCormick was the top finisher in the 125cc Pro class.

At half time on Friday night, the stars talked about their careers and upcoming races in which they will be competing, and participated in a question and answer session. On Saturday night Ted Devol of Devol Racing talked about his contributions to the motorcycle racing community, after which he went out and did some racing himself.

Results

Friday

P/W BEG: 1. Kyle Hammontree (Yam); 2. Jared Wood (Yam); 3. Cody Wheelis (Yam).

60 JR: 1. Randy Pesek (Kaw); 2. Joshua Hill (Kaw); 3. Kenneth Hammontree (Kaw).

60 SR: 1. Casey Huddleston (Kaw).

80 BEG: 1. Ty Lacey (Suz); 2. Davis Didier (Yam); 3. Sabrina Russell (Yam); 4. Greg Bergren (Suz), 5. Austin Gettel (Suz).

80 (9-11): 1. Tyler Fick (Suz); 2. Brian Sullivan (Kaw).

80 (12-13): 1. Gregory Blackwell (Yam).

80 (14-16): 1. Steve Sullivan (Kaw).

MINI OPEN: 1. Steve Sullivan (Kaw), 2. Tyler Fick (Kaw); 3. Brent Line (Suz); 4. Gregory Blackwell (Yam); 5. Davis Didier (Yam).

125 BEG: 1. Shawn Russell (Suz); 2. Jared Logan (Hon); 3. Bob Kivisto (Hon); 4. Stan Stolp (Yam); 5. Nick Slupe (Yam).

125 JR: 1. Michael Lankhaar (Hon); 2. Paul Boisselle (Yam); 3. Jeff Hinzman (Hon); 4. Matt Williams (Kaw); 5. Lamar Loomis (Hon).

125 INT: 1. Dusty Lenaburg (Kaw); 2. Steve Copher (Hon); 3. Jeramy Sahnow (Hon); 4. Robert Holtgrew (Kaw); 5. Dale Corra .

125 PRO: 1. Jason McCormick (Kaw); 2. Ryan Huffman (Hon); 3. Ryan Teriecki (Hon), 4. Ryan Leach (Hon); 5. Eric Graves (Hon).

250 BEG: 1. Eric Zumwalt (Hon); 2. Dennis Schmitt (Yam); 3. Bron Nonnamaker (Yam); 4. Richard Tunnell (Yam); 5. Lonney Whitley (Kaw).

250 JR: 1. Eddie Beach (Hon); 2. Matt Murphy (Hon); 3. Jamie Large (Hon); 4. Justin Redman (Kaw).

250 INT: 1. Richard Ruebesam (Kaw); 2. Shane Scarborough (Hon); 3. Steve Copher (Hon); 4. Tim Holus (Suz); 5. Eric Rogers (Kaw).

250 PRO: 1. Ryan Huffman (Hon); 2. Jason Frenette (Kaw); 3. Ryan Terlecki (Hon); 4. Ryan Leach (Hon); 5. Tim Zacharis (Kaw).

OPEN PRO: 1. Roby Leach (Hon).

UTH JR: 1. Eric Loomis (Hon).

BTH JR: 1. Justin Redman (Kaw); 2. Lamar Loomis (Hon); 3. Michael Lankhaar (Hon); 4. Jeremie Sloan (Hon); 5. Jeff Hinzman (Hon).

BTH INT: 1. Dusty Lenaburg (Kaw); 2. Eric Graves (Hon); 3. Robert Holtgrew (Kaw); 4. Rod Comstock (Kaw).

OTH INT: 1. Dan Kauffman (Hon).

OTH JR: 1. Rick Dasilva (Hon); 2. Rick Ancheta (Hon); 3. Guy Shidner (Hon); 4. Tim Wheelis (Suz).

OT JR: 1. Jim Watts (Hon); 2. John Myers (Yam).

OT INT: 1. Dan Kauffman (Hon): 2. Ron Hudson (Yam); 3. Billy Anderson Jr (Kaw).

OT PRO: 1. Mike Perry (Suz); 2. Terry Hamness (Kaw).

50+: 1. Gary Bonds (Kaw); 2. Jim Watts (Hon).

WMN: 1. Deanna Holbrook (Hon); 2. Lisa Garrison (Kaw); 3. Korin Rutter (Suz); 4. Taunie Stites (Yam).

Saturday

P/W BEG: 1. Blake Rookstool (Yam); 2. Kyle Hammontree (Yam); 3. Jesse Wuori (KTM); 4. Jared Wood (Yam); 5. Cody Wheelis (Yam).

P/W MOD: 1. Devin Joslin (Yam); 2. Cody Joslin (Yam); 3. Richard Fidler (Hon).

60 JR: 1. Randy Pesek (Kaw); 2. Derek Randall (Kaw); 8. Kevin Rookstool (Kaw); 4. Nick Lachapelle (Kaw); 5. Kenneth Hammontree (Kaw).

60 SR: 1. Casey Huddleston (Kaw); 2. Devin Joslin (Kaw).

80 BEG: 1. Ty Lacey (Suz); 2. Davis Didier (Yam); 3. Casey Huddleston (Kaw); 4. Sean Collins (Yam); 5. Chris Hampton (Kaw).

80 (9-11): 1. Tyler Fick (Suz); 2. Tommy Blanton (Hon); 3. Joey Mancuso (Hon); 4. Dale Ainslie (Hon); 5. Brian Sullivan (Kaw).

80 (12-13): 1. Matt Springsteen (Hon); 2. Gregory Blackwell (Yam); 3. Anthony Rudolph (Hon).

80 (14-16): 1. Steve Sullivan (Kaw); 2. Jason Hanson (Yam); 3. Dustin Phillips (Yam); 4. Jody Deitz (Yam); 5. Mark Lange (Kaw).

MINI OPEN: 1. Gregory Blackwell (Yam); 2. Steve Sullivan (Kaw); 3. Jason Hanson (Yam); 4. Matt Springsteen (Hon); 5. Dustin Phillips (Kaw).

125 BEG: 1. Jared Logan (Hon); 2. Stan Stolp (Yam); 3. Tad Osborne (Yam); 4. Shawn Russell (Suz); 5. Ryan Salisbury (Kaw).

125 JR: 1. Paul Boisselle (Yam); 2. Eric Roth (Kaw); 3. Lamar Loomis (Hon); 4. Tim Zike (Yam); 5. Mike Corder (Kaw).

125 INT: 1. Dusty Lenaburg (Kaw); 2. Steve Copher (Hon); 3. Jeramy Sahnow (Hon); 4. Ryan Sweet (Hon); 5. Sean Richardson (Hon).

125 PRO: 1. Ryan Huffman (Hon); 2. Jason Frenette (Kaw); 3. Jason McCormick (Kaw); 4. Ryan Terlecki (Hon); 5. Ryan Leach (Hon).

250 BEG: 1. Eric Zumwalt (Hon); 2. Dennis Schmitt (Yam), 3. Graig Herzog (Hon); 4. Chad Wallace (Yam); 5. Rick Martin (Suz).

250 JR: 1. Eddie Beach (Hon); 2. Jamie Large (Hon); 3. Justin Redman (Kaw); 4; Shawn Dorie (Hon).

250 INT: 1. Steve Copher (Hon); 2. Shane Scarborough (Hon), 3. Ted Devol (Yam); 4. Jason Parks (Hon); 5. Ryan Sweet (Hon).

250 PRO: 1. Ryan Huffman (Hon); 2. Ryan Terlecki (Hon); 3. Ryan Leach (Hon); 4. Terry Hamness (Kaw); 5. Roby Leach (Hon).

OPEN AM: 1. Terry Hamness (Kaw).

OPEN PRO: 1. Roby Leach (Hon).

UTH JR: 1. Linc Linebaugh (Hon); 2. Ed Smith (Hon); 3. Greg Harmon (Hon); 4. Tim Harmon (Suz); 5. Eric Loomis (Hon).

BTH JR: 1. Lamar Loomis (Hon); 2. Michael Lankhaar (Hon); 3. Tim Zike (Yam); 4. Justin Redman (Kaw); 5. Jason Cross (Suz).

BTH INT: 1. Roby Leach (Hon); 2. Dusty Lenaburg (Kaw); 3. Shane Scarborough (Hon); 4. Eric Graves (Hon); 5. Jason Parks (Hon).

UTH INT: 1. Terry Hamness (Kaw); 2. Ted Devol (Yam).

OTH INT: 1. Ted Devol (Yam); 2. David Fox (Yam); 3. Dan Kauffman (Hon); 4 Fred Lang (Hon); 5. Randy Duval (Yam).

OTH JR: 1. Ed Smith (Hon); 2. Mike Farmer (Kaw); 3. Randy Fisher (Hon); 4 Tim Wheelis (Suz); 5. Todd Kronberger (Yam).

OT JR: 1. Jim Watts (Hon); 2. Paul Delos-Reyes (Kaw); 3. Billy Anderson Jr (Kaw); 4. Randy Layne (Yam).

OT INT: 1. Dan Kauffman (Hon); 2. Gary Backstrom (Hon).

OT PRO: 1. Terry Hamness (Kaw).

50+: 1. Jim Watts (Hon); 2. Randy Layne (Yam).

WMN: 1. Emily Norton (Yam); 2. Deanna Holbrook (Hon); 3. Korin Rutter (Suz); 4. Lisa Garrison (Kaw); 5. Sabrina Russell (Yam).

Fay runs away with Elma Indoor Short Track

By Clay Light

ELMA, WA, JAN. 13

Mickey Fay proved that over two decades of dirt track racing experience doesn't make one too old when he outrode a huge field of Expert and Pro-Am riders in the Pro main event at the District 27 season opener at the Grays Harbor Pavilion.

National number 13 Fay, the Northwest's premiere indoor short track rider, flew to a win in one of the three Pro heat races, beating Chris Fitzhugh who debuted his National number 49 plates and also transferred directly. Heat two went Eric Rickman's way as he beat Pro-Am rider Steve Pruczinski, while the final heat placed Troy Rose and Mark Patterson into the main. Two semis placed Jason Anderson and Mike Harritt into the final; the last transfer to the elite A main went to Lee Jensen.

Fay sat the pole position for the 12-rider, 15-lap main, which was a mix of Expert and Pro-Am riders. Fay holeshot the field and was never challenged, breaking away from a battle for second between Fitzhugh, Rose, Anderson and Patterson. Late in the main Fay was long gone, while things mixed up for second between Fitzhugh, Rose, Anderson and Rickman, a spot which was controlled by another of the seasoned veterans, Fitzhugh, who edged out Rose, Anderson, Rickman, Patterson and first-time Pro-Am rider Todd Hagmann.

Results

OPEN PRO: 1. Mickey Fay (Rtx); 2. Chris Fitzhugh (Yam); 3. Troy Rose (Rtx); 4. Jason Anderson (Rtx); 5. Eric Rickman (Rtx).

OPEN A: 1. Russ Lynch (Rtx); 2. William Ausbun (Yam); 3. Tony Fox (Rtx).

250 A: 1. George Prindiville (Yam); 2. Byron Dotson (Bul); 3. Eric Beerds (Hon).

125 A: 1. Jill Hurst (Suz); 2. Nicky McBride (Hon); 3. Katie Ash (Yam).

80 A: 1. Jake Holden (Hon); 2. Kyle Bunger (Hon); 3. Brad Smith (Hon).

60 A: 1. Mike Rochester (Kaw); 2. Kevin Bunger (Kaw); 3. Amy Pruczinski (Kaw).

40+: 1. Todd Tracy (Yam); 2. Vince Holt (Hon); 3. Tim Mitchell (Yam).

30+: 1. Todd Hill (Yam); 2. Jeff Kaiser; 3. Mark Annis.

VINT TW: 1. Rod Estes (BSA); 2. Gary Beach (Tri); 3. Willie Ward (Yam).

30+: 1. William Ausbun (Yam); 2. Dan Kimbell (Yam); 3. Robert McLemore (Yam).

50 SR: 1. Derek Stallcop; 2. Timothy Haycock; 3. Jeremiah Cotuland.

50 JR: 1. Matt Houseman; 2. Trever Moore; 3. Roby Haycock.

P/W: 1. Roby Haycock; 2. Mike Johnson; 3. Joshua Baker.

SPDWY: 1. Seth Church; 2. David Copp; 3. David Darst.

Isaac rises at Wichita Falls Vintage Dirt Track

By Frank H. Harrison

WICHITA FALLS, TX, JAN. 12-14

Billed as the "Monster Trucks and Vintage and Performance Motorcycle Races," the first motorsports event to be held at the brand-new J.S. Bridwell Agricultural Center was a complete sellout for three days.

Even the Pee Wee class had the crowd on its feet as Logan Williams and Lucas Williams, along with Scott Beckley, jockeyed for the win. Lucas came out on top Friday and Sunday with Logan triumphant on Saturday. In the 80cc class, Corby Williams won Friday night, Lucas Williams won Saturday and Merle Williams on Sunday.

The Open Expert class was dominated Friday night by Charlie Orr and Bret Brady. The crowd had a challenge keeping the numbers straight with Orr number 87 and Brady 87X, but the riders put on a good show of very close racing, with Orr taking the win. On Saturday, Scott Sherb got the holeshot, followed by Orr, Brady and Joe Duvall. Duvall lost ground as Orr and Brady battled for second. At the finish it was Sherb, Orr and Brady. Sunday was Brady's night to prevail.

Johnny Isaacs of Tulsa ruled the 600cc Pro Vintage class for the entire weekend, winning all four rounds.

Results

Friday

P/W: 1. Lucas Williams; 2. Logan Williams.

80: 1. Corby Williams; 2. Merle Williams.

OPEN EX: 1. Charlie Orr; 2. Bret Brady; 3. Kelly Larkin.

OPEN AM: 1. Casey Burton; 2. Terry Quinn; 3. Bob Loueks.

600 PRO VINT: 1. Johnny Isaacs; 2. John Verbel; 3. Mitch Hovden.

Saturday

P/W: 1. Lucas Williams; 2. Logan Williams; 3. Scott Beckley.

250 AM: 1. Casey Burton; 2. Merle Williams.

80: 1. Merle Williams; 2. Corby Williams; 3. Curtis Guinn.

OPEN AM: 1. Casey Burton; 2. Terry Guinn; 3. Bob Loucks.

OPEN EX: 1. Scott Sherb; 2. Charlie Orr; 3. Bret Brady.

600 PRO VINT: 1. Johnny Isaacs; 2. John Verbel; 3. Dirk Stanley.

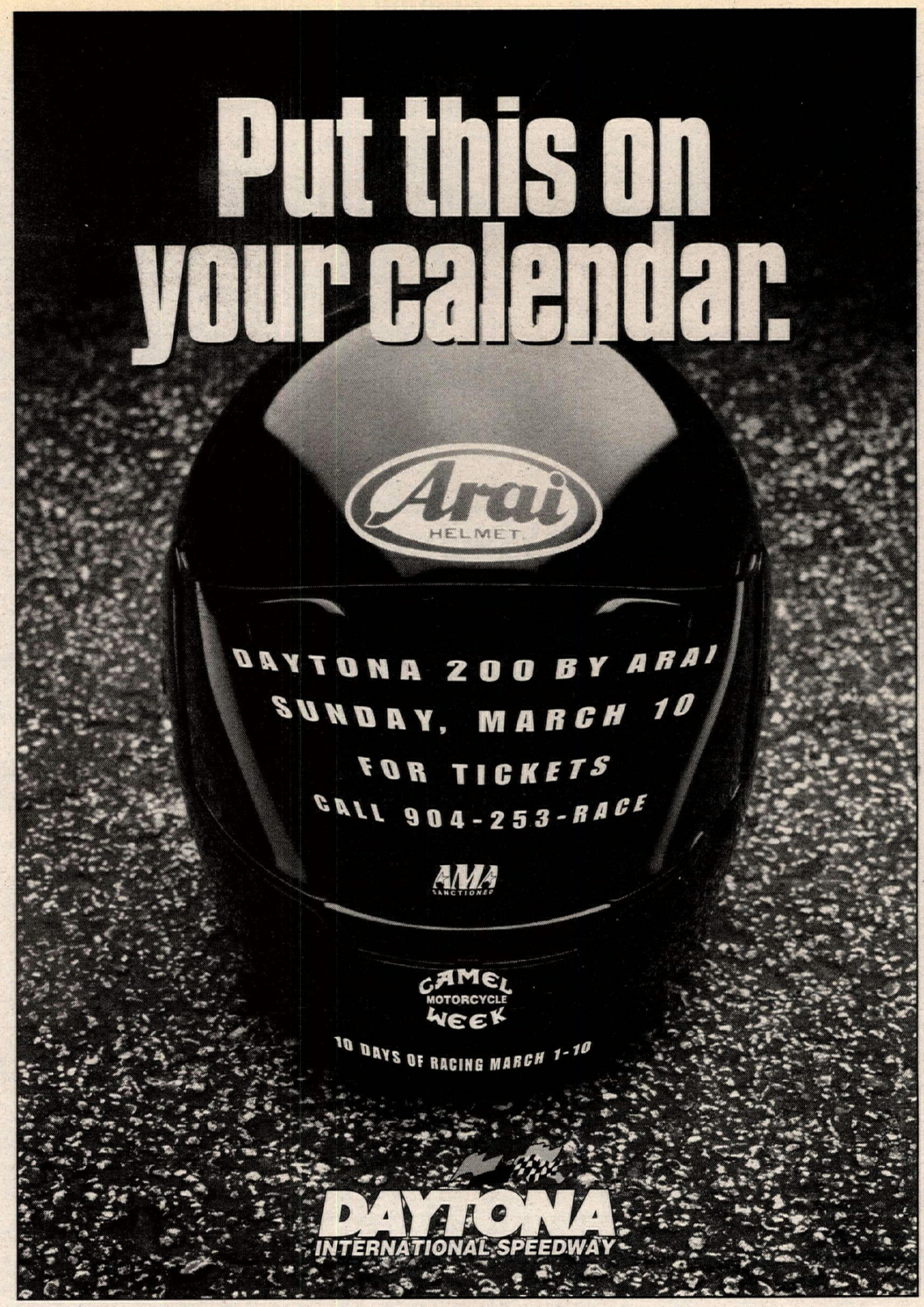
Sunday

P/W: 1. Logan Williams; 2. Lucas Williams; 3. Scott Beckley.

80: 1. Merle Williams; 2. Corby Williams; 3. Gerald McCraw.

OPEN EX: 1. Bret Brady; 2. Charlie Orr; 3. Joe Duvale; 4. Kelly Larkin.

600 PRO VINT: 1. Johnny Isaacs; 2. Mitch Hovden; 3. Bill Snyder; 4. Dirk Stanley.



(Top) Rusty Holland (71) puts some distance between himself and the rest of the 250cc Pro field during round two of the GFI California Winter Series at La Grange, California. Holland took top honors in this class as well as the 125 and 500cc Pro divisions. (Above) Josh Steel (368) leads Jim Chester (89) and two-class winner Davey Yezek (40) at the Action Sports Indoor Motocross.

Yezek storms Action Sports indoor Motocross

By David L. Patton Jr.

HUNTINGTON, WV, JAN 6-7

F&S Suzuki/JT Racing/FMF-backed Davey Yezek dominated rounds four and five of the 1996 Action Sports Indoor Motocross Series at the Civic Arena.

Yezek won all four of his qualifiers and claimed two wins on Sunday ahead of Saturday winners Jim Chester and Jim Neese.

Yezek dominated his heat races and was looking for a good start in Sunday's 125cc main. He got it, coming through the first turn in the lead ahead of Jim Neese, Josh Steel and Jim Chester. Gaylon Dickson held off Matt Shue but he went down hard on lap one.

Out front, Yezek was held up by a lapped rider, and Neese closed in with two laps to go. Yezek's feet came off the pegs over the back double jump but he held on.

"I got sideways on the last whoop," Yezek said. "But I decided to try and clear the double anyway."

Yezek regained his momentum and went on to his first main-event win of the weekend. Neese put in another excellent ride to take second. Steel-edged Chester for third, and Matt Shue snagged the fifth spot.

When Sunday's 250cc main went off the line, Gas Gas-mounted Mark Musselman grabbed the holeshot ahead of Brock Sellards. Yezek led Bowen, Dickson and Neese, but Yezek was right on Sellards' rear wheel. Yezek block-passed Sellards for the second at the end of the grandstand whoops.

Musselman was the only rider tripling at the end of the pit-side whoops and this move helped him hold onto the top spot until he couldn't clear the back-side double. Yezek and Sellards passed him there and pulled away, leaving Musselman to deal with Dickson, Neese and Bowen.

When the checkered flag came down, Yezek had his second Pro main win. Sellards put in his best ride of the weekend for second. Neese finished third ahead of Dickson and Bowen.

In Saturday's 125cc main Josh Steel timed the starting gate perfectly and led Chester through the first turn. Chester then took advantage of a late-moto bobble by Steel to take the lead and go on to his first Action Sports win. Neese shared the holeshot with Chester in Saturday's 250cc main event and then held on for the win ahead of Chester, Bowen, Shue and Yezek.

Results

Saturday

50 (4-6): 1. Sean Hackley Jr. (KTM); 2. Eric Woods (LEM); 3. Nick Fink (KTM); 4. Ryan Ivers (KTM); 5. Chad Muterspaugh (KTM).

50 (7-8): 1. Jerad Burgess (LEM); 2. Andy Pritchard (KTM); 3. Jacob Mohney (LEM); 4. Christopher Thompson (KTM); 5. Troy Stuart (LEM).

65 (7-11): 1. Chris Whitcraft (Suz); 2. Ricky Marshall (Kaw); 3. Tyler Grubb (Kaw); 4. Christopher Robertson (Kaw); 5. Chris Hanshaw (Kaw).

80 (7-11): 1. Chris Whitcraft (Suz); 2. Gavin Gracyk (Kaw); 3. Ian Riddle (Kaw); 4. Derek Sturgell (Kaw); 5. Willy Browning (Yam).

80 (12-13): 1. Jeff Gibson (Kaw); 2. Ben Riddle (Kaw); 3. David Whitcraft (Suz); 4. Brian Gerth (Suz); 5. Joe Sharp (Yam).

80 (14-15): 1. Bo Bowman (Kaw); 2. C.J. Leach (Yam); 3. Jamie Hornsby (Suz); 4. Gregg Smith (Suz); 5. Duane Evans (Yam).

125 B: 1. Mark Burkhart (Hon); 2. Jimmy Wilson (Suz); 3. Anthony Anderson (Hon); 4. Joey Ballinger (Hon); 5. Jason Reich (Yam).

125 C D-1: 1. Billy Dittman (Kaw); 2. Josh Eagle (Hon); 3. Paul Gibson (Kaw); 4. Wesley McCoy (Yam); 5. Shane Stuart (Kaw).

125 C D-2: 1. Matthew Snider (Suz); 2. Mike Trowbridge (Suz); 3. Jon Westerkamp (Suz); 4. Matthew Waitman (Hon); 5. Timmy Milligan (Suz).

250 B: 1. Mark Burkhart (Hon); 2. Mike Clendenin (Kaw); 3. Joey Ballinger (Hon); 4. Todd Mouser (Kaw); 5. Jimmy Wilson (Kaw).

250 C: 1. Wesley McCoy (Yam); 2. Clifford Jacobs (Hon); 3. Ty Walke (Kaw); 4. J. Reas (Suz); 5. Doug Wagner (Kaw).

OPEN B: 1. Shaun Swisher (Hon); 2. Brian Hannond (KTM); 3. Mark Chrishan (Hon); 4. Mike Russell (Hon).

25+: 1. Gaylon Dickson (Yam); 2. Mike Morgan (Yam); 3. Rodney Carrier (KTM); 4. Todd Sheedy (Kaw); 5. Mike Hogan (Hon).

30+: 1. Mike Morgan (Yam); 2. James Drake (Kaw); 3. Tim Dohn (Yam); 4. Brad Hess (Hon); 5. Larry Brookbank (Yam).

125 PRO: 1. Jim Chester (Suz); 2. Davey Yezek (Suz); 3. Josh Steel (Suz); 4. Shane Lawson (Hon); 5. Keith Bowen (KTM).

250 PRO: 1. Jim Neese (Hon); 2. Jim Chester (Suz); 3. Keith Bowen (KTM); 4. Matt Shue (Yam); 5. Davey Yezek (Suz).

Sunday

50 (4-6): 1. Sean Hackley Jr. (KTM); 2. Chad Mutersbaugh (KTM); 3. Eric Woods (LEM); 4. Kyle Turner (LEM); 5. Christopher Gibson (KTM).

50 (7-8): 1. Jerad Burgess (LEM); 2. Troy Stuart (LEM); 3. Christopher Thompson (KTM); 4. Jordan Oxley (KTM); 5. Jacob Mohney (LEM).

65 (7-11): 1. Willy Browning (Kaw); 2. Chris Whitcraft (Suz); 3. Ricky Marshall (Kaw); 4. Christopher Robertson (Kaw); 5. Dillion Rhoades (Kaw).

80 (7-11): 1. Gavin Gracyk (Kaw); 2. Chris Whitcraft (Suz); 3. Willy Browning (Yam); 4. Derek Sturgell (Kaw); 5. Ian Riddle (Kaw).

80 (12-13): 1. Jeff Gibson (Kaw); 2. Ben Riddle (Kaw); 3. David Whitcraft (Suz); 4. David Hill (Kaw); 5. Brian Gerth (Suz).

80 (14-15): 1. Bo Bowman (Kaw); 2. Jamie Hornsby (Suz); 3. C.J. Leach (Yam); 4. Gregg Smith (Suz); 5. Josh Martin (Kaw).

125 B: 1. Mark Burkhart (Hon); 2. Jimmy Wilson (Suz); 3. Anthony Anderson (Hon); 4. Joey Ballinger (Hon); 5. Mike Clendenin (Kaw).

125 C: 1. Mike Trowbridge (Suz); 2. Paul Gibson (Kaw); 3. James Thomas (Hon); 4. Matthew Waitman (Hon); 5. Brian Terry (Suz).

250 B: 1. Mark Burkhart (Hon); 2. Mike Clendenin (Kaw); 3. Jimmy Wilson (Kaw); 4. Todd Mouser (Kaw); 5. Ryan McHale (Hon).

250 C: 1. Wesley McCoy (Yam); 2. J. Reas (Suz); 3. Doug Wagner (Kaw); 4. Martin Perry (Hon); 5. Ty Walke (Kaw).

OPEN B: 1. Shaun Swisher (Hon); 2. Mark Christian (Hon).

25+: 1. Todd Sheedy (Kaw); 2. Mark Musselman (G-G); 3. Gaylon Dickson (Yam); 4. Rodney Carrier (KTM); 5. Mike Blair (Yam).

30+: 1. Mike Morgan (Yam); 2. Kelly Sullivan (Yam); 3. Gregory Williamson (Hon); 4. Kevin Wilson (Suz); 5. Billy Chaney (Yam).

125 PRO: 1. Davey Yezek (Suz); 2. Jim Neese (Hon); 3. Josh Steel (Suz); 4. Jim Chester (Suz); 5. Matt Shue (Yam).

250 PRO: 1. Davey Yezek (Suz); 2. Brook Sellards (Kaw); 3. Jim Neese (Hon); 4. Gaylon Dickson (Yam); 5. Keith Bowen (KTM).

Holland sweeps La Grange MX

By Mark Hawkins

LA GRANGE, CA, JAN. 14

Round two of the GFI California Winter Series saw Rusty Holland take top honors in the Pro ranks with back-to-back moto wins in the 125, 250 and 500cc Pro classes.

In the first 125cc Pro moto, Rodney Smith took the holeshot, followed by Holland, Scott Myers, Tyler Hummell and Jeff Pastana. Holland soon took the lead. Pastana was also on the move, and by the end of the third lap he found himself in second in front of Myers, who dropped Smith to fourth. Spud Walters had moved up to fifth from a midpack start. Holland opened up a four- or five-second lead over Pastana. By the end of lap five Walters had dropped Myers and Smith a position. On the next lap, Walters made a move on Pastana going up the hill to turn one, dropping him to third. Out came the checkered flag for Holland, with Walters second. Pastana held on to third, fourth went to Smith and Ryan rounded out the top five.

Holland led at the start of the second moto, with Myers, Smith, Hummel and Pastana rounding out the top five. Two turns into lap two, Holland found himself on the ground, but was able to get remounted and rolling just in front of the closing Myers. Midway through the second lap Pastana had gotten by Hummel and Smith and was closing in on Myers. Myers' front end came out of an inside-corner rut, allowing Pastana to move into second. Up front, Holland continued to rail every corner and every obstacle, opening up a commanding lead over the entire field. It was Holland, Pastana, Smith, Myers and Dean Matson now running in the top five. With one lap to go, Pastana went down trying to recover from a braking bump on a fast downhill section, and remounted well out of the top five. Myers also bobbled and dropped back a couple of positions. Holland finished first, with Smith in second, Matson in third, Ryan in fourth and Myers in fifth.

Smith finished second for the day, and Walters took third.

Results

50 STK BEG (0-8): 1. Ryan Ferris (LEM); 2. Kayla Olson (LEM); 3. Bryar Perry (KTM); 4. Jake Gilbert (Yam); 5. Anthony Hernandez (KTM).

50 STK NOV (0-8): 1. Corey Pennington (KTM); 2. Travis Cecil (LEM); 3. Paul Lawrence (Hon).

60 BEG (0-8): 1. Travis Cecil (Kaw); 2. Tony Lavezzo (Kaw); 3. Allen Kenyon (Kaw); 4. Paul Lawrence (Kaw); 5. Dean Kolstad (Kaw).

60 BEG (9-11): 1. Justin Goddy (Kaw); 2. Sharkman Stone (Kaw); 3. Kyle Gwinn (Kaw); 4. Robert Gilles (Kaw).

60 NOV (9-11): 1. Cory McDaniel (Kaw); 2. Iceman Hernandez (Kaw); 3. Brett Markarian (Kaw); 4. Justin Woods (Kaw).

80 BEG: 1. Christopher Loredo (Kaw); 2. Nick Jarret (Hon); 3. Dylan Vicha; 4. Vincent Blair (Suz); 5. Josh Cox (Kaw).

80 NOV: 1. Mikie Northrop (Suz); 2. Jese Olson (Hon); 3. Michael Patterson (Hon); 4. Jon Replogle (Suz); 5. Robert Harold (Yam).

80 INT: 1. Ryan Morais (Yam); 2. Jess Medley (Hon); 3. Daniel Blair (Hon); 4. Nathan Tiearney (Suz); 5. David Boothe (Hon).

80 BW: 1. Jesse Dawson (Kaw).

125 BEG D-1: 1. Lee McLaughlin (Suz); 2. Mark Verhougstraete (Suz); 3. Arnold Dutra (Hon); 4. Matt Morgan (Suz); 5. Dennis James (Hon).

125 BEG D-2: 1. Armen Clawson (Kaw); 2. Mark Cottonaro (Yam); 3. David Klingenbeck (Yam); 4. Adam Huffer (Suz); 5. Allen Lorscheider (Suz).

125 NOV D-1: 1. Aaron Cheselske (Suz); 2. Craig Truglio (Kaw); 3. Jason Ellis (Hon); 4. Stan Lundquist (Suz); 5. Calvin Andlovec (Suz).

125 NOV D-2: 1. Jason Sturdevan (Suz); 2. Kervyn Cole (Hon); 3. Mike Morgan (Suz); 4. Stu Perry (Suz); 5. Mike Newnham (Hon).

125 INT: 1. Jeff Northrop (Kaw); 2. Tyler Evans (Suz); 3. Hawk White (Suz); 4. Robert Simpson (Hon); 5. Steve Hatch (Suz).

125 PRO: 1. Rusty Holland (Suz); 2. Rodney Smith (Suz); 3. Spud Walters (Suz); 4. Rick Ryan (Suz); 5. Dean Matson (Suz).

250 BEG: 1. Ryan LoFranco (Hon); 2. Jason Cain (Hon); 3. Joe Rodrigues (Hon); 4. Steve Remmen (Hon); 5. Morgan Burdette (Kaw).

250 NOV: 1. Cory Morais (Yam); 2. Kervyn Cole (Kaw); 3. Jason Ellis (Kaw); 4. Nathan Franz (Yam); 5. Mike Morgan (Hon).

250 INT: 1. Donovan Mitchell (Yam); 2. Steve Hatch (Suz); 3. Cliff Cook (Suz); 4. Craig Humphrey (Suz); 5. Mike Hodges (Suz).

250 PRO: 1. Rusty Holland (Suz); 2. Rodney Smith (Suz); 3. Spud Walters (Suz); 4. Rick Ryan (Suz); 5. Scott Myers (Kaw).

500 PRO: 1. Rusty Holland (Hon); 2. Rick Ryan (Hon); 3. Scott Myers (Hon); 4. Mark Klauser (Hon); 5. Dean Matson (Hon).

BEG (25+): 1. Tony Dias (Yam); 2. Ray Feldman (Hon); 3. Joseph Tyler (Hon); 4. Alexander Roach (Yam); 5. Jason Cain (Hon).

NOV (25+): 1. Stan Lundquist (Suz); 2. Bob Pimentel (Hon); 3. Jeffrey Molina (Yam); 4. Gary Forrest (Hon); 5. Howard Buhlert (Yam).

INT (25+): 1. Steve Hatch (Suz); 2. Mike Hodges (Suz); 3. John Matalamaki (Suz); 4. Scott Hunter (Kaw); 5. Don Mendenhall (Yam).

VET BEG: 1. Greg Abell (Kaw); 2. Dennis Stanley (Yam); 3. Bobby Tabag (Suz); 4. Ken Porter (Kaw).

VET NOV: 1. Scott Medley (Hon); 2. Emmet Ramirez (Hon); 3. Stu Perry (Hon); 4. Jessie Holguin (Yam); 5. Hana Tarn (Suz).

VET INT: 1. Jim Ellis (Hon); 2. John Matalamaki (Suz); 3. Joey McCrummen (Yam); 4. Steve Richards (Yam); 5. Greg Pennington (Hon).

VET PRO: 1. Rodney Smith (Suz); 2. Mike Johnson (Suz); 3. Irv Achziger (Kaw); 4. Tim Dyer (Hon); 5. Al Posey (Suz).

OT NOV: 1. Brian Merchant (Hon); 2. George Golling (Suz); 3. Ron Clawson (Kaw); 4. Pat Graham (Hon).

OT EX: 1. Dave Eakin (Hon); 2. Robert Hansen (Suz); 3. John Handelin (Yam); 4. John Cummings (Suz); 5. Bob Jackson (Kaw).

Stone, Arndt roll at Vancouver Short Track C'ship

By Clay Light

VANCOUVER, WA, JAN. 14

While Idaho hotshoes Aaron Stone and Steve Arndt won the day's battles in the 125cc and Open classes, Oregon riders Sean Light and Kenny McCann won season-long battles at the end of the seven-round Indoor Short Track Series at the Clark County Fairgrounds.

Stone, who came from Caldwell, Idaho, won the 125cc A main, as well as posting impressive qualifying performances to earn the diminutive speedster a sweep of the class ahead of Eric Stevenson and Light. Light's third-place finish was good enough for the series title, adding to his already-clinched 80cc crown.

Arndt, from Boise, Idaho, rode a sensational race in the Open A main, beating AMA Expert John Myers and Triumph-mounted Dan Dickinson, both of whom had a stellar day. Arndt trailed Myers, who had earlier won the Over 30 and Over 40 A mains, and loomed in the Expert's shadow for nine of the 10 laps in the final. On the last lap, Arndt pushed past a tiring Myers, as did Dickinson, to pull off the upset of the series. McCann used a fourth-place finish to clinch the class title ahead of Gary Moore.

The 250cc-class championship came down to the final race of the season. In the A main, George Prindiville holeshot aboard his Yamaha, followed by Randy Jungwirth, Todd Hill, Idaho's Cody Stone and Matt McCoy. Prindiville would never be challenged, while things got interesting behind him in a battle for second between Jungwirth, Hill and Stone. Stone got around Hill, who had to finish fifth or better to win the series, and set out after Jungwirth, but couldn't catch him, netting third behind Prindiville and Jungwirth, who finished second and third in the series to Hill, who with fourth clinched the title. McCoy, in his 250cc debut, was fifth.

Results

OPEN PRO: 1. George Prindiville (Yam); 2. Grayson Hart (Hon); 3. Lee Jensen (Rtx); 4. John Myers (Rtx); 4. Brian Paul (Rtx).

OPEN A: 1. Steve Arndt (Hon); 2. Dan Dickinson (Tri); 3. John Myers (Rtx); 250 A: 1. George Prindiville (Yam); 2. Randy Jungwirth (Hon); 3. Cody Stone (Hon); 4. Todd Hill (Yam); 5. Matt McCoy (C-A).

125 A: 1. Aaron Stone (Hon); 2. Eric Stevenson (Hon); 3. Sean Light (Suz).

80 A: 1. Sean Light (Suz); 2. Timmy Ricketts (Hon); 3. Jacob Currey (Hon)

40+ A: 1. John Myers (Rtx); 2. Todd Tracy (Yam); 3. Lee Jensen (Rtx).

30+ A: 1. John Myers (Rtx); 2. Dan Dickinson (Tri); 3. Kenny McCann (Yam).

250 (30+): 1. Randy Jungwirth (Hon); 2. Todd Hill (Yam).

VINT TW: 1. Dan Dickinson (Tri); 2. LaFaye McCarver (H-D); 3. Jerry Chinn (Ind).

SPDWY: 1. Seth Church; 2. Dave Darst; 3. Robert Borg.

60 A: 1. Joey Hazel (Kaw); 2. Matt Bowling (Kaw); 3. Wes Church (Kaw).

50 A: 1. Trevor Moore (KTM); 2. Rudy Brotherton (Yam); 3. Danny Hazel (Hon).

High Point
OPEN: 1. Kenny McCann.
250: 1. Todd Hill.
40+: 1. Todd Tracy.
30+: 1. Dan Dickinson.
125: 1. Sean Light.
80: 1. Sean Light.
60: 1. Joey Hazel.

Langland lands Elk Lake ice race

By Tim McBride

ZIMMERMAN, MN, JAN. 7
Larson's Cycle Supply/HRP/White Brothers-backed Verdeen Langland scored a hard-earned victory in the ultra-competitive Vet A class when the Ridgewood Bay resort hosted the first Dirt Track Riders Association ice race of the season on Elk Lake.

For best results a good start was crucial on the scrambles-type race track, and the opening laps of Vet A main event saw Langland in control with Rocky Erickson, John Larson, Todd Lind and the rest of the 10-rider field in hot pursuit. Open B-class race winner Larson crashed out of contention while pressuring Erickson for second place on lap three. With the perennial fast guy out of the picture, Langland and Erickson enjoyed a little more breathing room and broke away from the rest of the pack.

Langland finally came to terms with the tight circuit and opened up a comfortable margin over Erickson to score the win.

The hard-charger award went to Dan Zitur. After suffering a bad start, Zitur slid by Mike Tehro and then took the measure of Mark "The Real" Deal on lap eight of the 12-lap race. The seasoned expert dirt tracker was soon knocking on the back door of third-placed Todd Lind by race's end. After the snow settled, the top-five finishing order read Langland by a straight-away, Erickson, Lind, Zitur and Deal.

Jay Tromberg turned in a solid performance for the Lake Martha's ice racing squad by scoring a commanding, flag-to-flag romp in the Open C final. Behind Tromberg a close race for second developed between Mike Durham, 250cc Novice winner Gary Goeden and Todd Lind. The three-man battle went the distance with Durham eventually gaining the upper hand.

Results

VET A: 1. Verdeen Langland (Hon); 2. Rocky Erickson (Yam); 3. Todd Lind (Hon); 4. Dan Zitur (W-R); 5. Mark Deal (Hon).

OPEN B: 1. John Larson (KTM); 2. Verdeen Langland (Hon); 3. Rocky Erickson (Yam); 4. Mark Deal (Hon); 5. Dan Zitur (W-R).

OPEN C: 1. Jay Tromberg (Yam); 2. Mike Durham (Hus); 3. Gary Goeden (Suz); 4. Todd Lind (Hon); 5. Quentin Blomberg (KTM).

STK FRM: 1. Joe Tromberg (Yam); 2. Jay Tromberg (Yam); 3. Mike Durham (Hus).

OPEN NOV: 1. Troy Engberg (Hon); 2. Harold Engberg (Hon); 3. Doug Deering (KTM); 4. Doug Bohn (Hon); 5. Bruce Sampson (Hon).

250 NOV: 1. Gary Goeden (Suz); 2. Troy Johnson (Hon); 3. Mike Carlson (Hon); 4. Adam Henrichs (Hon); 5. Ward Danielson (Suz).

MINI CHAIN: 1. Adam Henrichs (Hon); 2. Chris Larson (Kaw); 3. Shawn Burr (Kaw); 4. Troy Solintsky (Kaw).

MINI SHAFT: 1. Cody Swenson (Yam); 2. Curt Atkins (Yam).

Stone, Tedesco awesome at Fort Worth Amateur AX

By Kat and The Beckster

FORT WORTH, TX, JAN. 7
What is the alternative to Winter outdoor motocross racing? Indoor Arenacross racing. Just ask Doug Stone, Gio Tedesco or any of the 332 entered riders that made up a 64-race format during the Mike Kidd AMA Amateur Arenacross hosted at Will Rogers Coliseum.

The morning kicked off with 35 heat races, followed by 10 semis, and ended with 19 main events. Riders from all over Texas, in addition to Oklahoma, New Mexico, Indiana, Minnesota, Louisiana, Colorado, Kansas, Arkansas, Iowa, Missouri, and Illinois converged on the Lone Star State.

The only double-class winner was 125cc Open and 250cc Open racer Stone. The most impressive ride was by Team Green/Pro Circuit/Axo-sponsored Tedesco, the 125cc Schoolboy winner.

The 125cc Open main saw Stone out front from start to finish. James Ford and Jason Eckhoff raced in second and third with Eckhoff taking second away from Ford at the end of the first lap, followed by Keith Karstedt, who had passed Ford. Hagen blasted past Ford through the whoops on lap three and then hunted down Karstedt. Stone was untouchable as he exited the whoops before Eckhoff started the same section. Stone took the win followed by Eckhoff and Hagen.

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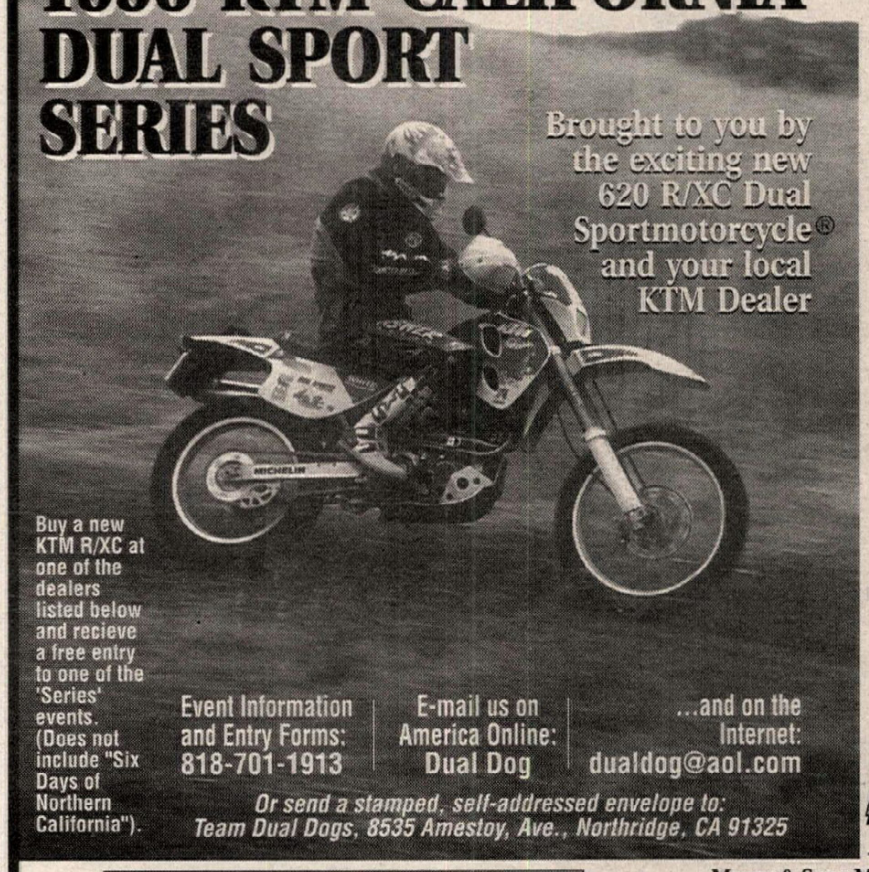

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April 28 • White Bros. 4-Stroke World Championships • Glen Helen, CA
May 5 • Chaparral's Cycle Supply/Shamrocks GP & Dual Sport Ride • Glen Helen, CA
June 8-9 • Sequoia Scenic Challenge • Lake Isabella, CA
July 7-12 • Six Days of Northern California • Redding, CA
October 13 • Chaparral's Cycle Supply GP & Dual Sport Ride • Glen Helen, CA
December 15 • Cajon Moutain 200 • Ontario, CA

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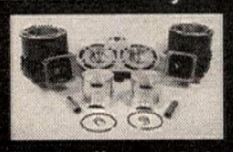

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EVENTS

In the Schoolboy main, Tedesco ran out front off the start with Nick Metcalf in second through the whoops followed by Ryan Wallace. The next time through the whoops Tedesco went down and Metcalf took over the lead.

Just two laps later Tedesco reeled in Metcalf, and a heated battle for the number-one position ensued between them. Tedesco fired off the Red Dog Jump on lap six, took the lead back from Metcalf and stayed there for the remaining three laps to the checkered flag for the win. Metcalf finished second followed by Nathan Hale, Derek Cook, and Brian Johnson.

Results

50 (4-6): 1. Joseph Marburger (KTM); 2. Ryan Mitchell (KTM); 3. Levi Gilliam (KTM); 4. Michael Pritchett (Yam); 5. Tyler Fitzpatrick (LEM).

50 (7-8): 1. Ryan Granthom (Cob); 2. Scotty Wennerstrom (LEM); 3. Kandis Yearby (Yam); 4. Ryan Wilson (LEM).

65 (7-11): 1. Bryan Zachary (Kaw); 2. Matt Moseley (Kaw); 3. Christopher Phelan (Kaw); 4. L.G. Tretter (Kaw); 5. Matt Lowrimore (Kaw).

85 D BEG (12-15): 1. Joe Morris (Kaw); 2. Justin Smith (Kaw); 3. David Dickerson (Kaw); 4. Gerald Bradley Jr. (Suz); 5. Ryan Wells (Suz).

85 (7-11): 1. Robby Shinn (Hon); 2. Hunter Elliott (Kaw); 3. Danny Kelsey (Kaw); 4. Joe Bailey III (Kaw); 5. Larry Klinger (Yam).

85 (12-13): 1. Johnny Marley (Yam); 2. Chad Cook (Suz); 3. Chase Reed (Kaw); 4. Kyle Williams (Suz); 5. Dusty Fountain (Kaw).

85 (14-15): 1. Ivan Tedesco (Kaw); 2. Travis Elliott (Kaw); 3. B.J. Barnhart (Yam); 4. Chadd Kawata (Hon); 5. Scott Dietert (Suz).

85 OPEN: 1. Travis Elliott (Kaw); 2. Johnny Marley (Yam); 3. Chase Reed (Kaw); 4. Ivan Tedesco (Kaw); 5. Bradley Barham (Kaw).

125 D BEG: 1. Dusty Emerson (Yam); 2. Chris Huddle (Yam); 3. Ryan Gamett (Hon); 4. Brian Crofoot (Suz); 5. Jim Gonnan (Hon).

125 SCHBY: 1. Gio Tedesco (Kaw); 2. Nick Metcalf (Suz); 3. Nathan Hale (Kaw); 4. Derek Cook (Kaw); 5. Brian Johnson (KTM).

125 C NOV: 1. Nick Metcalf (Suz); 2. Nathan Hale (Kaw); 3. Jason Bemhardt (Hon); 4. Zack Stein (Kaw); 5. Brad Chapman (Suz).

125 B INT: 1. Jesus Marquez (Kaw); 2. Clay Reed (Kaw); 3. Chris Blankenship (Hon); 4. James Ford (Hon); 5. Earl Kephart (Yam).

125 OPEN: 1. Brian Stone (Kaw); 2. Jason Eckhoff (Suz); 3. Joe Hagen (Suz); 4. James Ford (Hon); 5. Keith Karstedt (Kaw).

250 D BEG: 1. Kevin Beard (Yam); 2. Ryan Garnett (Hon); 3. Randy Malone (Hon); 4. Billy Morrison (Kaw); 5. Mike Livingston (Hon).

250 C NOV: 1. Roy-Boy Scheel (Suz); 2. Chad Anderson (Suz); 3. Dirk Williams (Hon); 4. Mike Clarke (Kaw); 5. Darrell Terry (Yam).

250 B INT: 1. David Widmer (Kaw); 2. Mike Williams; 3. Jeremy Abney (Yam); 4. Clay Reed (Kaw); 5. Michael Pratt Jr. (Kaw).

250 OPEN: 1. Brian Stone (Kaw); 2. Clay Reed (Kaw); 3. Jeremy Abney (Yam); 4. Michael Pratt Jr. (Kaw); 5. Jayson Shatto (Kaw).

MacDannald, Lehman tame Lodi Rough Scrambles

By Donna Hall

LODI, CA, JAN. 14

On a freezing-cold and overcast day, Neil MacDannald and Dave Lehman returned to the Lodi Cycle Bowl and made very quick laps with the Old Timers at the Lodi Rough Scrambles.

It had been quite some time since Lodi had seen either MacDannald or Lehman, so it was a treat for many to see them back on the track. MacDannald took the win for the Old Timers A Class while Lehman dominated in the B Class.

The PeeWees run on a shorter track, but the track is still challenging. The PeeWee Stock class had a new winner as Zack Ham took the win from Mike Rinialdi. But Rinialdi did win the PeeWee Modified race, so maybe he didn't feel too bad.

Branden George has been absent from Lodi for quite some time while playing football for his school, but he was back today and won the 80cc A class by 20 bike lengths. The 80cc Novice winner was Jared McWhirter, who runs the short track and is very good in the rough stuff too.

A very healthy 4-Stroke class was won by Paul Hart on a Honda. Bob Hicks was second. CN

Results

PRO-AM 250 A: 1. Levi German (Hon); 2. Justin Ownby (Yam); 3. Matt Gomez (Hon); 4. Monty Ownby (KTM).

4-STRK C: 1. Paul Hart (Hon); 2. Bob Hicks (Hon); 3. David Mumna (Hon); 4. Tim Kelly (ATK); 5. Jeff Moore (Hon).

250 B: 1. Scott Penalton (Hon).

250 C: 1. Chris Heymnond (Hon); 2. Shaun Raggio (Yam); 3. Kevin Vallen (Yam); 4. Kim Darwazeh (Suz); 5. Jamey Parker (Kaw).

OPEN C: 1. Richard Torres (Hon); 2. Earl Sudwick (Suz)

VET A: 1. J. Robertson (Suz); 2. Matt Gomez.

VET B: 1. John Martinez (Hon); 2. Mark Dawson (Kaw).

VET C: 1. Bob Hicks (Hon); 2. Brian Pabst (Yam); 3. Mike West (Hon).

O/T A: 1. Neil MacDannald (Hon); 2. Gary Galleghar (Hus).

O/T B: 1. David Lehman.

O/T C: 1. Richard Torres (Hon); 2. Tim Kelly (ATK).

100-125 C: 1. Jason Roas (Suz); 2. Mike Webser (Yam); 3. Stewart Barber (Suz).

80 A: 1. Brandon George (Yam); 2. Mickey Lane.

80 C: 1. Jared McWhirter (Hon); 2. Henry Souza (Hon).

P/W STK A: 1. Zack Ham; 2. Mike Rinaldi (KTM).

P/W STK C: 1. Tony Campos (Yam).

P/W MOD A: 1. Mike Rinaldi (KTM); 2. Bradley Hiler (Yam).

60-80 COMB C: 1. Troy Plunkett (Kaw); 2. Zack Ham (Kaw).

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

World Championship Road Race Series
3/31 Shah Alam, Malaysia, Rnd 1
4/7 Sentul, Indonesia, Rnd 2
4/21 Suzuka, Japan, Rnd 3
5/12 Jerez, Spain, Rnd 4
5/26 Mugello, Italy, Rnd 5
6/9 Paul Ricard, France, Rnd 6
6/29 Assen, Holland, Rnd 7
7/7 Nurburgring, Germany, Rnd 8
7/21 Donington Park, England, Rnd 9
8/4 Osterreichring, Austria, Rnd 10
8/18 Brno, Czech Republic, Rnd 11
9/1 Imola, Italy, Rnd 12
9/15 Catalunya, Spain, Rnd 13
10/6 Rio de Janeiro, Brazil, Rnd 14
10/20 Eastern Creek, Australia, Rnd 15

World Superbike Championship Series
4/14 Misano, Italy, Rnd 1
4/28 Donington Park, England, Rnd 2
5/12 Hockenheim Germany, Rnd 3
5/19 Le Mans, France, Rnd 4
6/15 Monza, Italy, Rnd 5
6/30 Brno, Czech Republic, Rnd 6
7/21 Laguna Seca, USA, Rnd 7
8/4 Brands Hatch, England, Rnd 8
8/18 Sentul, Indonesia, Rnd 9
8/25 Sugo, Japan, Rnd 10
9/8 Assen, Holland, Rnd 11
10/6 Albaceta, Spain, Rnd 12
TBA Rnd 13
11/3 Phillip Island, Australia, Rnd 14

World Endurance Road Race Series
4/14 Le Mans, France, Rnd 1
4/28 Assen, Holland, Rnd 2
7/14 Spa-Francorchamps, Belgium, Rnd 3
7/28 Suzuka, Japan, Rnd 4
9/15 Paul Ricard, France, Rnd 5

World C'ship 125cc MX Series
4/14 Gaivera Montello, Italy, Rnd 1
4/21 Payerne, Switzerland, Rnd 2
5/5 Bellpuig, Spain, Rnd 3
5/12 Lictenvoorde, Netherlands, Rnd 4
5/19 Kapsovar, Hungary, Rnd 5
6/2 Halim Jacarta, Indonesia, Rnd 6
6/16 Cussac, France, Rnd 7
6/23 Foxhill, England, Rnd 8
7/7 Nismes, Belgium, Rnd 9
7/14 Marlbor, Slovenia, Rnd 10
7/28 Jinin, Czech Republic, Rnd 11
8/25 Holzgerlingen, Germany, Rnd 12

World C'ship 250cc MX Series
3/24 Talavera, Spain, Rnd 1
3/31 Valkenswaard, Holland, Rnd 2
4/14 Teutschenthal, Germany, Rnd 3
4/21 Gdynia, Poland, Rnd 4
5/5 Mantova, Italy, Rnd 5
5/19 Cosquin, Argentina, Rnd 6
6/2 Tibro, Sweden, Rnd 7
6/16 Heinola, Finland, Rnd 8
6/23 Foxhill, England, Rnd 9
7/14 Maracay, Venezuela, Rnd 10
7/28 Borgo Magg., San Mar., Rnd 11
8/4 Iffendic, France, Rnd 12
8/18 Kester, Belgium, Rnd 13
9/1 Roggenburg, Swtzrld, Rnd 14

World C'ship 500cc MX Series
3/31 Gallarate, Italy, Rnd 1
4/21 Schwanenstadt, Austria, Rnd 2
5/5 Plomion, France, Rnd 3
5/12 Arganil, Portugal, Rnd 4
6/2 Sverepec, Slovakia, Rnd 5
6/16 Berghem, Netherlands, Rnd 6
6/30 Kramolin, Czech Republic, Rnd 7
7/21 Ballykelly, Ireland, Rnd 8
8/4 Namur, Belgium, Rnd 9
8/11 Folkendange, Lxmbrg, Rnd 10
8/25 Saxtorpsbanan, Sweden, Rnd 11
9/8 Gaildorf, Germany, Rnd 12

World C'ship Trials Series
4/13-14 Spain, Rnd 1
4/20-21 Great Britain, Rnd 2
4/27-28 Ireland, Rnd 3
5/25-26 United States, Rnd 4
6/1-2 Canada, Rnd 5
6/15-16 France, Rnd 6
6/22-23 Italy, Rnd 7
7/13-14 Germany, Rnd 8
7/27-28 Czech Republic, Rnd 9
8/17-18 Belgium, Rnd 10

World Cup Indoor Trials Series
2/2 Le Canet, France
2/10 Barcelona, Spain
2/17 Paris, France
2/24 Madrid, Spain
3/1 Angers, France
3/2 Oviedo, Spain
3/8 Monaco Ville, Monaco
3/9 Vienna, Austria
3/30 Tokyo, Japan

International Six-Days Enduro
8/12-17 Hameenlinna, Finland

Motocross des Nations
9/15 Jerez, Spain

Trials des Nations
8/31-9/1 Sweden

AMA Grand Nat'l C'ship Series
3/9 Daytona Beach, FL, Rnd 1
4/20 Pomona, CA, Rnd 2
5/4 Harrington, DE, Rnd 3
5/26 Springfield, IL, Rnd 4
6/1 LaSalle, IL, Rnd 5
6/15 Dallas, TX, Rnd 6
6/22 Sedalia, MO, Rnd 7
6/29 Lima, OH, Rnd 8
7/6 Lake Odessa, MI, Rnd 9
7/14 Du Quoin, IL, Rnd 10
7/20 Hagerstown, MD, Rnd 11
7/27 Oklahoma City, OK, Rnd 12
8/4 Peoria, IL, Rnd 13
8/7 Rapid City, SD, Rnd 14
8/10 Lincoln, NE, Rnd 15
8/17 Indianapolis, IN, Rnd 16
8/25 Goshen, IN, Rnd 17
9/1 Springfield, IL, Rnd 18
9/8 Syracuse, NY, Rnd 19
9/14 Rossburg, OH, Rnd 20
9/21 Knoxville, TN, Rnd 21
9/28 Sacramento, CA, Rnd 22
10/5 Pomona, CA, Rnd 23
10/13 Del Mar, CA, Rnd 24

AMA Harley-Davidson 883 Dirt Track Series
4/20 Pomona, CA, Rnd 1
5/4 Harrington, DE, Rnd 2
5/26 Springfield, IL, Rnd 3
6/1 LaSalle, IL, Rnd 4
6/15 Dallas, TX, Rnd 5
6/22 Sedalia, MO, Rnd 6
7/6 Lake Odessa, MI, Rnd 7
7/14 Du Quoin, IL, Rnd 8
7/20 Hagerstown, MD, Rnd 9
8/10 Lincoln, NE, Rnd 10
9/1 Springfield, IL, Rnd 11
9/8 Syracuse, NY, Rnd 12
9/21 Knoxville, TN, Rnd 13
9/28 Sacramento, CA, Rnd 14
10/5 Pomona, CA, Rnd 15
10/13 Del Mar, CA, Rnd 16

AMA Supercross Series
2/3 Seattle, WA, Rnd 4
2/10 San Diego, CA, Rnd 5
2/24 Atlanta, GA, Rnd 6
3/9 Daytona Beach, FL, Rnd 7
3/16 Houston, TX, Rnd 8
3/23 Dallas, TX, Rnd 9
3/30 Indianapolis, IN, Rnd 10
4/6 Tampa, FL, Rnd 11
4/13 Pontiac, MI, Rnd 12
4/20 Charlotte, NC, Rnd 13
4/27 St. Louis, MO, Rnd 14
5/18 Cleveland, OH, Rnd 15

AMA Nat'l C'ship 125/250cc Motocross Series
3/3 Gainesville, FL, Rnd 1
5/5 Sacramento, CA, Rnd 2
5/12 San Bernardino, CA, Rnd 3
5/26 Mount Morris, PA, Rnd 4
6/16 Budds Creek, MD, Rnd 5
6/23 Southwick, MA, Rnd 6
7/7 Buchanan, MI, Rnd 7
7/21 New Berlin, NY, Rnd 8
7/28 Troy, OH, Rnd 9
8/4 Millville, MN, Rnd 10
8/18 Washougal, WA, Rnd 11
8/25 Binghamton, NY, Rnd 12
9/1 Delmont, PA, Rnd 13

AMA Western National Sound of Thunder Motocross Series
3/24 Phoenix, AZ, Rnd 1
4/28 San Bernardino, CA, Rnd 2
5/5 Sacramento, CA, Rnd 3
5/12 San Bernardino, CA, Rnd 4
6/8 Ogden, UT, Rnd 5
6/23 Mammoth, CA, Rnd 6
8/18 Washougal, WA, Rnd 7
9/1 Grand Junction, CO, Rnd 8

AMA Eastern National Four-Stroke Motocross Series
9/15 Danville, VA, Rnd 1
9/22 Buchanan, MI, Rnd 2
9/29 London, KY, Rnd 3
10/6 Englishtown, NJ, Rnd 4
10/13 Casey, IL, Rnd 5

AMA Four-Stroke National East/West Shoot-Out
10/20 Blountville, TN

AMA Superbike National Championship Series
3/7-10 Daytona Beach, FL, Rnd 1
4/19-21 Pomona, CA, Rnd 2
4/26-28 Monterey, CA, Rnd 3
5/17-19 Homestead, FL, Rnd 4
5-31/6-2 Lexington, OH, Rnd 5
6/7-9 Elkhart Lake, WI, Rnd 6
6/14-16 Loudon, NH, Rnd 7
7/12-14 Brainerd, MN, Rnd 8
8/23-25 Sonoma, CA, Rnd 9
9/27-29 Chandler, AZ, Rnd 10
10/4-6 Las Vegas, NV, Rnd 11

North American Super Bike Series
2/17-18 Rosamond, CA, Rnd 1
3/1-3 Daytona Beach, FL, Rnd 2
3/29-31 Braselton, GA, Rnd 3
5/18-19 Brainerd, MN, Rnd 4
8/2-4 Elkhart Lake, WI, Rnd 5
8/9-11 Portland, OR, Rnd 6
8/30-9/1 Pocono, PA, Rnd 7
10/4-6 Loudon, NH, Rnd 8
10/17-20 Daytona Beach, FL, Rnd 9

Formula USA Series
2/17-18 Rosamond, CA, Rnd 1
3/1-3 Daytona Beach, FL, Rnd 2
3/29-31 Braselton, GA, Rnd 3
5/18-19 Brainerd, MN, Rnd 4
8/2-4 Elkhart Lake, WI, Rnd 5
8/9-11 Portland, OR, Rnd 6
8/30-9/1 Pocono, PA, Rnd 7
10/4-6 Loudon, NH, Rnd 8
10/17-20 Daytona Beach, FL, Rnd 9

AMA National Championship Enduro Series
2/11 Wickenburg, AZ, Rnd 1
2/18 Coalinga, CA, Rnd 2
3/17 Forest Hill, LA, Rnd 3
3/31 Crosbyton, TX, Rnd 4
4/28 Wellston, OH, Rnd 5
6/23 West Greenwich, RI, Rnd 6
9/8 Canton, IL, Rnd 7
9/15 London, KY, Rnd 8
10/27 Delaware City, DE, Rnd 9

AMA National Championship Reliability Enduro Series
5/18-19 New Waverly, TX, Rnd 1
5/25-26 McArthur, OH, Rnd 2
6/1-2 Idaho City, ID, Rnd 3
6/8-9 Tillamook, OR, Rnd 4

AMA National Championship Hare Scrambles Series
2/4 Hollister, CA, Rnd 1
3/24 Columbus, TX, Rnd 2
4/14 Hurricane Mills, TN, Rnd 3
4/21 Redding, CA, Rnd 4
6/30 Berkshire, NY, Rnd 5
9/22 Roseburg, OR, Rnd 6
10/6 Lynnville, IN, Rnd 7
10/20 Park Hills, MO, Rnd 8
11/3 Millfield, OH, Rnd 9

AMA National Championship Hare & Hound Series
3/17 Murphy, ID, Rnd 2
4/13 Jericho, UT, Rnd 3
4/28 Red Mountain, CA, Rnd 4
9/15 Yerington, NV, Rnd 5
10/6 Reno, NV, Rnd 6
10/27 Lucerne Valley, CA, Rnd 7

Grand National Cross Country Series
3/5 Ocala, FL, Rnd 1
3/24 Hickory, NC, Rnd 2
4/14 Hurricane Mills, TN, Rnd 3
4/28 Clarksburg, WV, Rnd 4
5/11 Brownsville, PA, Rnd 5
6/2 Boyers, PA, Rnd 6
6/16 Elizabeth, WV, Rnd 7
8/25 Millfield, OH, Rnd 8
9/15 Fairmont, WV, Rnd 9
9/28 Mount Morris, PA, Rnd 10
10/13 Crawfordsville, IN, Rnd 11
10/27 TBA, Rnd 12

SCORE Desert C'ship Series
3/8-10 San Felipe, B.C., Mexico
5/31-6/1 Ensenada, B.C., Mexico
10/8-10 Baja Calif., Mexico
Info 310/540-5001

AMA/NATC National C'ship Trials Series
4/23 TBA, CA, Rnd 1
6/29-30 Mount Olive, IL, Rnd 2 & 3
7/6-7 Jasper, TN, Rnd 4 & 5
8/24-25 Donner, CA, Rnd 6 & 7
8/31 Omaha, NE, Rnd 8
9/1 Kansas City, MO, Rnd 9

AMA Mid South Winter Hare Scramble C'ship Series
2/4 Columbia, TN
2/25 Bremen, GA
3/3 Bolivar, TN
3/17 Centervile, TN
3/24 Cadiz, KY

Championship Cup Series
Florida Region
2/3-4 Bloomingdale, GA
2/17-18 Palm Beach, FL
3/1-3 Daytona Beach, FL
3/17 Palm Beach, FL
3/29-31 Braselton, GA

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PJ1 SUPER ARENACROSS NATIONALS
Feb. 2-4 Lawrence Joel Col. Winston-Salem, NC. Ticket Info: (910) 727-2900
Feb. 9-11 MECCA Milwaukee, WI. Ticket Info: (414) 223-0290
Feb. 16-18 Riverfront Coliseum Cincinnati, OH. Ticket Info: (513) 721-1000
In Conjunction With;
POWERSPORTS DEALER EXPO
Feb. 23-25 New Haven Coliseum New Haven, CT. Ticket Info: (203) 772-4200
Mar. 1-3 Denver Coliseum Denver, CO.
YOUTH/AMATEUR ARENACROSS NATIONALS
Ticket Info: (303) 220-8888
60' DOUBLES...TRIPLES...WHOOPS & MORE!
EXPERT/PRO FRI. & SAT. 7:30PM YOUTH/AMATEUR SUN. 2:00PM
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ENTRY FORMS & INFO: 817/626-7297

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Mail name, address, and phone number with check or money order to:
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Information: Greg Reynolds (619) 561-0431 (evenings), Jerry DeBerry 619-281-1400 (days).
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CRC California Race Schedule
100% PRO PAYBACK

Sun., Feb. 4	CMC/CRC Golden State Series	L.A.C.R.
Sun., Feb. 11	CRC GP "Diamond Head"	Hungry Valley
Sun., Feb. 18	CRC MX	L.A.C.R.
Sun., Feb. 25	CRC MX	L.A.C.R.
Sun., March 3	CRC G.P. "Outlaw"	L.A.C.R.

Practice Every Saturday Starting Jan. 13, 1996
Saturday Practice 9 a.m.-2 p.m. L.A.C.R.
CRC Info (805) 272-8889

STARWEST SUPERCROSS PARK (909) 943-4535 (909) 657-8845
Open Riding Practice
Tuesday & Thursday Nights!
4:30 pm to 9:30 pm
SEPARATE PEE WEE TRACK
Located 3 Miles East of 215 Freeway
On Ramona Expressway
at the Lake Perris Fairgrounds

GFI RACING (909) 684-6996
A Rider For the Riders

Sun., Feb. 4	GFI Winter Series Round 3*	Perris
Sat., Feb. 10	GFI Saturday Practice Day (8am-1pm)	Perris
Sun., Feb. 18	GFI Winter Series Round 4*	Glen Helen
Sat., Feb. 24	GFI Saturday Practice Day (8am-1pm)	Perris

*Honda, Kawasaki, Suzuki & Yamaha Contingency Programs

GNC Int'l. MX Finals
March 15-16-17, 1996
(Nat'l. Semi-Final qualifier March 14th)
Lake Whitney, Texas
Call: 817-694-2901
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CYCLE NEWS

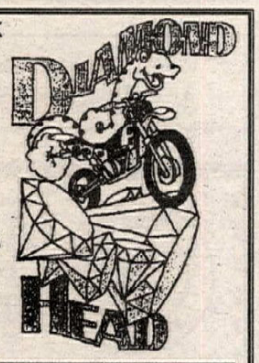
CRC DON'T MISS IT! **Sunday, February 11, 1996**

Overnight Camping OK
Must be in by 8 p.m.

Hungry Valley – Gorman
Quail Canyon, CA

Membership Not Required

Green Sticker Spark Arresters are NOT Required!



8:00 AM	Parade Lap
8:15 AM	All 80cc
9:15 AM	Old Timers
10:00 AM	Pee Wee Practice
10:30 AM	Over The Hill Gang
11:15 AM	Pee Wee Moto 1
11:30 AM	Vintage/Jr. Vets (+25) Decade
12:15 PM	Pee Wee Moto 2
12:30 PM	Parade Lap
1:00 PM	All 60cc
2:00 PM	CRC Vets (+30) Sr. (+40)
3:00 PM	125-250-500 Nov/Int/Exp
4:00 PM	125-250-500 Beg

EACH CLASS RACE 45 MINUTES
20% TROPHIES
SUPERB FINISHER PINS
CASH TO PROS

MAIL ENTRY	$25.00
Non-Member	$30.00*
POST ENTRY	$30.00
Non-Member	$35.00*

No post entry penalty for 2nd class entered
* Membership Not Required to Race - Points & Prizes to Members Only
* Non Members can not ride Beginner Class.
Mail entries and two (2) legal size self-addressed, stamped envelopes (SASE)
1996 CRC Membership Available
CALIFORNIA RACING CLUB
37045 Ran Dr., Palmdale, CA 93550

From Los Angeles: Take Interstate 5 North, get off on Quail Lake Road. Turn left at bottom of offramp and follow signs to track.

From Palmdale/Lancaster: Take HWY 138 West to Interstate 5, get off at Quail Lake Road. Turn right at bottom of offramp and follow signs to track.

For info call (805) 272-8889

CRC CALIFORNIA RACING CLUB

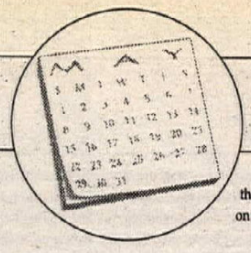
We're Looking for a Few Good Men and Women to Fill this Hat.

Become a California Motorcycle Training Instructor. It's a rewarding part-time job for qualified individuals.

Both novice and experienced rider training courses are offered by this California Highway Patrol administered program.

To qualify as instructors, candidates must successfully pass a three-weekend instructor preparation course.

If you're interested in this opportunity, call the California Motorcyclist Safety Program and ask for Tanya at: (415) 323-6777.



CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone;** we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

4/29 Palm Beach, FL
5/27 Palm Beach, FL
6/23 Palm Beach, FL
7/14 Homestead, FL
7/28 Palm Beach, FL
8/25 Palm Beach, FL
8/31-9/1 Bloomingdale, GA
9/15 Palm Beach, FL
12/8 Homestead, FL

Great Lakes Region
3/23-24 Topeka, KS
4/20-21 Grattan, MI
4/27-28 Mt. Meridian, IN
5/11-12 Elkhart Lake, WI
6/8-9 Grattan, MI
7/6-7 Grattan, MI
7/27-28 Mt. Meridian, IN
8/2-4 Elkhart Lake, WI
8/24-25 Grattan, MI
9/7-8 South Haven, MI
9/14-15 Grattan, MI

Great Plains Region
3/23-24 Topeka, KS
4/27-28 Mt. Meridian, IN
5/11-12 Elkhart Lake, WI
5/18-19 Brainerd, MN
6/22-23 Rockton, IL
7/13-14 Topeka, KS
8/2-4 Elkhart Lake, WI
8/24-25 Topeka, KS
9/21-22 Rockton, IN

Mid-Atlantic Region
2/3-4 Bloomingdale, GA
3/16-17 Talladega, AL
3/29-31 Braselton, GA
5/11-12 Summit Point, WV
5/25-26 Bloomingdale, GA
6/15-16 Summit Point, WV
6/22-23 Braselton, GA
7/20-21 Summit Point, WV
8/10-11 Braselton, GA
8/30-9/1 Pocono, PA
9/14-15 Summit Point, WV

Mid-West Region
3/23-24 Topeka, KS
4/13-14 Rockton, IL
4/27-28 Mt. Meridian, IN
5/11-12 Elkhart Lake, WI
5/18-19 Brainerd, MN
6/1-2 Rockton, IL
6/22-23 Rockton, IL
7/20-21 Rockton, IL
8/2-4 Elkhart Lake, WI
8/17-18 Rockton, IL
8/31-9/1 Rockton, IL
9/21-22 Rockton, IL

Northeast Region
4/6-7 Loudon, NH
5/4-5 Loudon, NH
5/25-26 Bridgehampton, NY
6/8-9 Loudon, NH
7/6-7 Bridgehampton, NY
7/20-21 Loudon, NH
*8/2-4 Bridgehampton, NY
8/24-25 Loudon, NH
*8/31-9/1 Bridgehampton, NY
9/14-15 Loudon, NH
10/4-5 Loudon, NH

Southeast Region
2/3-4 Bloomingdale, GA
3/1-3 Daytona Beach, FL
3/16-17 Talladega, AL
3/29-31 Braselton, GA
4/27-28 Bloomingdale, GA
5/25-26 Bloomingdale, GA
6/22-23 Braselton, GA
6/29-30 Bloomingdale, GA
7/20-21 Talladega, AL
8/10-11 Braselton, GA
8/31-9/1 Bloomingdale, GA
9/14-15 Braselton, GA

Southwest Region
2/24-25 Las Vegas, NV
3/23-24 Phoenix, AZ
4/27-28 Phoenix, AZ
5/4-5 Las Vegas, NV
6/1-2 Phoenix, AZ
8/31-9/1 Las Vegas, NV
9/21-22 Phoenix, AZ
11/9-10 Las Vegas, NV
11/30-12/1 Phoenix, AZ

WERA Regional C'ship Series

South Central Region
2/17-18 Monterrey, Mex.
3/16-17 College Station, TX
4/13-14 Henderson, TX
5/18-19 Henderson, TX
6/1-2 College Station, TX
6/7-9 Hallett, OK
7/6-7 Henderson, TX
7/11-14 Clermont, IN
8/3-4 College Station, TX
8/31-9/1 Hallett, OK

Southeast Region
2/24-25 Talladega, AL
3/16-17 Faulkville, GA
3/23-24 Braselton, GA
4/13-14 Talladega, AL
5/11-12 Talladega, AL
6/1-2 Faulkville, GA
6/15-16 Talladega, AL
7/11-14 Clermont, AL
8/24-25 Talladega, AL
9/28-29 Faulkville, GA

North Central Region
3/30-31 Clermont, IN
4/6-7 Grattan, MI
4/27-28 South Haven, MI
5/4-5 Grattan, MI
5/18-19 Mt. Meridian, IN
7/6-7 Mt. Meridian, IN
7/11-14 Clermont, IN
8/3-4 Fairmont City, IL
9/7-8 Grattan, MI
9/28-29 Mt. Meridian, IN

Northeast Region
3/23-24 Braselton, GA
4/13-14 Summit Point, WV
4/27-28 South Haven, MI
6/1-2 Garrettsville, OH
7/11-14 Clermont, IN
7/27-28 Garrettsville, OH
8/3-4 Summit Point, WV
8/31-9/1 Garrettsville, OH
9/7-8 Grattan, MI
10/5-6 Summit Point, WV

Mid-Central Region
2/24-25 Talladega, AL
4/13-14 Talladega, AL
5/11-12 Talladega, AL
6/7-9 Hallett, OK
6/15-16 Talladega, AL
7/11-14 Clermont, IN
8/3-4 Fairmont City, IL
8/24-25 Talladega, AL
8/31-9/1 Hallett, OK
9/28-29 Mt. Meridian, IN

Southwest Region
2/3-4 Las Vegas, NV
3/29-31 Las Vegas, NV

WERA Nat'l Challenge Series
3/29-31 Las Vegas, NV, Rnd 1
5/3-5 Braselton, GA, Rnd 2
5/24-26 Summit Point, WV, Rnd 3
6/7-9 South Haven, MI, Rnd 4
6/21-23 Grattan, MI, Rnd 5
7/11-14 Clermont, IN, Rnd 6
8/9-11 Mt. Meridian, IN, Rnd 7
9/6-8 Memphis, TN, Rnd 8
9/20-22 College Station, TX, Rnd 9
10/9-13 Braselton, GA, Final

WERA Nat'l Endurance Series
3/30 Las Vegas, NV, Rnd 1
5/4 Braselton, GA, Rnd 2
5/25 Summit Point, WV, Rnd 3
6/8 South Haven, MI, Rnd 4
6/22 Grattan, MI, Rnd 5
7/13 Clermont, IN, Rnd 6
8/10 Mt. Meridian, IN, Rnd 7
9/7 Memphis, TN, Rnd 8
9/21 College Station, TX, Rnd 9
10/11 Braselton, GA, Final

WERA Vintage Series
3/17 College Station, TX, Rnd 1
3/23 Braselton, GA, Rnd 2
3/30 Clermont, IN, Rnd 3
4/6 Grattan, MI, Rnd 4
4/13 Talladega, AL, Rnd 5
4/13 Summit Point, WV, Rnd 6
4/14 Henderson, TX, Rnd 7
4/27 South Haven, MI, Rnd 8
5/4 Grattan, MI, Rnd 9
5/11 Talladega, AL, Rnd 10
5/18 Mt. Meridian, IN, Rnd 11
5/19 Henderson, TX, Rnd 12
6/1 Garrettsville, OH, Rnd 13
6/1 Faulkvlle, GA, Rnd 14
6/2 College Station, TX, Rnd 15
6/7-9 Hallett, OK, Rnd 16
7/6 Mt. Meridian, IN, Rnd 17
7/7 Henderson, TX, Rnd 18
7/27 Garretsville, OH, Rnd 19
8/3 Summit Point, WV, Rnd 20
8/4 College Station, TX, Rnd 21
8/24 Talladega, AL, Rnd 22
8/31 Garrettsville, OH, Rnd 23
8/31-9/1 Hallett, OK, Rnd 24
9/7 Grattan, MI, Rnd 25
9/28 Faulkville, GA, Rnd 26
10/5 Summit Point, WV, Rnd 27
10/9-10 Braselton, GA, Final

AHRMA Historic Cup Series
2/29-3/1 Faulkville, GA
3/4-5 Daytona Beach, FL
4/6-7 Las Vegas, NV
4/13-14 Rosamond, CA
5/11-12 Mt. Meridian, IN
6/15-16 Grattan, MI
7/19-21 Lexington, OH
8/9-11 S. Haven, MI
9/14 Steamboat Springs, CO
10/4-6 Talladega, AL
Info 715/842-9699

AHRMA BMW Classic Cup Series
3/4-5 Daytona Beach, FL
4/13-14 Rosamond, CA
6/15-16 Grattan, MI
7/19-21 Lexington, OH
Info 715/842-9699

AHRMA SOS/BOT/BEARS Series
2/29-3/1 Faulkville, GA
3/4-5 Daytona Beach, FL
5/15-16 Grattan, MI
7/19-21 Lexington, OH
4/6-7 Las Vegas, NV
4/13-14 Rosamond, CA
5/11-12 Mt. Meridian, IN
6/15-16 Grattan, MI
7/19-21 Lexington, OH
8/9-11 S. Haven, MI
10/4-6 Talladega, AL
Info 715/842-9699

AHRMA Vintage Iron National MX Series
3/2 Ocala, FL
3/30 Casey, IL
4/21 Brentwood, CA
5/4 Blountville, TN
5/11 Mt. Meridian, IN
5/25 Tyler, TX
6/2 San Bernardino, CA
6/8 New Berlin, NY
6/15 Grattan, MI
6/29 Peoria, IL
7/7 Carlsbad, CA
7/20 Lexington, OH
8/10 Southwick, MA
9/13 Steamboat Springs, CO
10/20 Hollister, CA
Info 715/842-9699

AHRMA Speed & Sport Trials Series
3/6 Ocala, FL
3/24 Lucerne Valley, CA
4/20 Brentwood, CA
5/19 Collins, MO
6/1 San Bernardino, CA
6/2 Fredonia, KS
6/16 Grattan, MI
6/30 Peoria, IL
7/13 Norden, CA
7/21 Lexington, OH
9/12 Steamboat Springs, CO
10/12 White City, IL
10/19 Hollister, CA
Info 715/842-9699

AHRMA Classic Bike Magazine Dirt Track Series
2/29 Savannah, GA
3/3 Daytona Beach, FL
3/7 St. Augustine, FL
4/12 Rosamond, CA
4/13 Rosamond, CA
5/18 Hanford, CA
6/8 Budds Creek, MD
6/14 Lake Odessa, MI
6/28 Peoria, IL
6/30 Peoria, IL
7/27 Weedsport, NY
9/11 Hayden, CO
Info 715/842-9699

Best in the Desert Silver State Series
3/28-30 Las Vegas, NV
6/22 Pioche, NV
9/21 Tonopah, NV
10/19 Las Vegas, NV
12/7 Laughlin, NV
Info 702/457-5775

SERA Hare Scrambles Series
2/4 New Augusta, MS
2/1 Wiggins, MS

SETRA Championship Hare Scrambles Series
2/4 Willington, SC
2/11 Johnsonville, SC
3/17 Buena Vista, GA
Info 706/ 458-1328

SETRA C'ship Enduro Series
3/3 Pelion, SC
3/7 Daytona Beach, FL
3/10 Greensboro, GA
3/31 Lenior, NC
5/5 Olustee, FL
5/19 Clanton, AL
Info 910/712-0605

NMRA Drag Race Series
2/17 Palmdale, CA
3/2-3 Somona, CA
4/20 Las Vegas, NV
5/11 Phoenix, AZ
6/22 Palmdale, CA
7/13 Fallen, NV
9/14-15 Palmdale, CA
TBA Phoenix, AZ
11/9 Palmdale, CA
Info 818/367-4417

Canadian Supercross Series
5/4 Toronto, Ontario
5/5 Toronto, Ontario
9/21 Montreal, Quebec
Info 416/363-9035

AMA Nat'l Arenacross Series
2/2-4 Winston-Salem, NC
2/9-11 Milwaukee, WI
2/16-18 Cincinnati, OH
2/23-25 New Haven, CT
3/1-3 Denver, CO
Info 817/626-7297

EARA Atlantic Cup Series
4/20 Bedford, PA
5/5 New Bloomfield, PA
6/1 Bedford, PA
6/16 Langley, VA
7/7 Langley, VA
7/27 New Bloomfield, PA
7/28 New Bloomfield, PA
8/17 Batavia, NY
9/8 New Bloomfield, PA
9/21 Bedford, PA
10/6 New Bloomfield, PA
10/19 Bedford, PA
11/2 Langley, VA
11/3 Langley, VA
Info 301/791-2046

LaPlaya Grand Prix MX Series
3/3 Rosarito, BC, Mex.
5/19 Rosarito, BC, Mex.
8/11 Rosarito, BC, Mex.
10/6 Rosarito, BC, Mex.
12/8 Rosarito, BC, Mex.
Info 001-52-661-22525

No. Calif. Mini Road Racing Assoc. C'ship Series
3/9-10 Sacramento, CA
3/30-31 Sacramento, CA
4/20-21 Sacramento, CA
5/18-19 Sacramento, CA
6/29-30 Sacramento, CA
7/13-14 Sacramento, CA
8/3-4 Sacramento, CA
8/24-25 Sacramento, CA
9/7-8 Sacramento, CA
10/12-13 Sacramento, CA
11/16-17 Sacramento, CA

AMA Texas Hare Scramble Series
2/4 Waco, TX
2/18 Sublime, TX
3/10 Ft. Hood, TX
3/24 North Columbus, TX
4/14 High Grove, TX
4/28 Ft. Hood, TX

AMA/District 37 Grand Prix Series
2/3-4 Adelanto, CA
3/2-3 San Bernardino, CA
4/20-21 Carlsbad, CA
5/4-5 San Bernardino, CA
10/5-6 Castaic Lake, CA
11/9-10 Gorman, CA

FTA Trials C'ship Series
2/4 Hernando, FL
3/2-3 Crooms, FL
3/24 Hernando, FL
4/21 Crooms, FL
5/19 Crooms, FL
6/30 Crooms, FL

Yamaha Sunshine State Championship MX Series
2/11 Reddick, FL
2/18 Orlando, FL
2/25 Ona, FL
3/24 Dade City, FL
3/31 Dania, FL
4/14 Orlando, FL
4/28 Ona, FL
5/5 Dade City, FL
5/12 Reddick, FL
5/19 Dania, FL
6/2 Orlando, FL
6/9 Dania, FL
6/30 Ona, FL
7/7 Dade City, FL
7/14 Reddick, FL
7/21 Orlando, FL
7/28 Dania, FL
8/18 Ona, FL
8/25 Dade City, FL
9/1 Reddick, FL
9/8 Orlando, FL
9/15 Ona, FL
9/22 Dade City, FL
Info 407/333-2356

Florida Vet C'ship Series
2/4 Orlando, FL
3/10 Orlando, FL
4/20 Orlando, FL
5/26 Orlando, FL
8/11 Orlando, FL

Florida Mini-Cycle Championship Series
2/13 Orlando, FL
2/24 Orlando, FL
4/20 Orlando, FL
4/27 Orlando, FL
5/11 Orlando, FL
5/18 Orlando, FL
6/8 Orlando, FL
6/29 Orlando, FL
7/13 Orlando, FL
7/27 Orlando, FL
8/17 Orlando, FL
8/31 Orlando, FL
9/14 Orlando, FL
9/21 Orlando, FL

Central Florida MC Dealers Series
2/13 Orlando, FL
2/24 Orlando, FL
4/20 Orlando, FL
4/27 Orlando, FL
5/11 Orlando, FL
5/18 Orlando, FL
6/8 Orlando, FL
6/29 Orlando, FL
7/13 Orlando, FL
7/27 Orlando, FL
8/17 Orlando, FL
8/31 Orlando, FL
9/14 Orlando, FL
9/21 Orlando, FL

NMA World Mini Grand Prix
4/12-14 Las Vegas, NV
Info 310/868-8112 or 909/657-6782

NMA Ponca City Grand National C'ships
7/30-8/3 Ponca City, OK
Info 310/868-8112

Suzuki RM Cup
9/7-8 Branson, MO
Info 909/657-6834

Branson USA Nat'l MX Finals
10/4-6 Branson, MO
Info 909/657-6834

Texas Cross Country Series
2/26 Decatur, TX
3/10 Montague, TX
3/24 Whitney, TX
4/7 Wheatherford, TX
4/21 Montague, TX
5/5 Bulcher, TX
5/19 Gholson, TX
6/2 Bulcher, TX
6/16 St. Jo, TX
6/30 Fort Worth, TX
8/25 Bryson, TX
9/8 Fort Hood, TX
9/22 Durant, OK
10/6 Wheatherford, TX
10/20 Fort Hood, TX
11/3 Bryson, TX
Info 214/394-9168

MRAN Desert Series
2/11-12 Amargosa, NV
5/11-12 Pahrump, NV
6/9 Pioche, NV
7/6-7 Caliente, NV
8/4 Ely, NV
10/6 Las Vegas, NV
11/2-3 Beatty, NV
11/17 Las Vegas, NV

WSMC Road Race Series
2/18 Rosamond, CA
3/17 Rosamond, CA
4/21 Rosamond, CA
5/19 Rosamond, CA
6/16 Rosamond, CA
7/21 Rosamond, CA
8/18 Rosamond, CA
9/15 Rosamond, CA
10/20 Rosamond, CA
11/17 Rosamond, CA
12/15 Rosamond, CA
Info 805/256-1234

International Old Timers Motocross Series
3/23-24 La Grange, CA
4/13-14 Idaho Falls, ID
4/27-28 Marysville, CA
5/11-12 Boise, ID
5/25-26 TBA, WA
6/1-2 Edmonton, AB, Can.
6/27-28 TBA, Can.
7/29-30 Albany, OR
8/31-9/1 Fernley, NV

Motorcycle Asphalt Racing Series
3/3 Barberville, FL
5/18 Myrtle Beach, SC
9/6 Asheboro, NC
10/4 Asheville, NC
10/25 Kenly, NC
10/26 Charleston, SC
Info 803/626-7959

AMA Dual Sport Trail Ride Series
3/30-31 Hurricane Mills, TN
4/27-28 New Waverley, TX
5/4-6 Renfro Valley, KY
5/18-19 Mill Hall, PA
6/1-2 Lesterville, MO
6/8-9 Lake Isabella, CA
6/8-9 Elizabeth, WV
7/6-7 Logan, OH
7/13-14 Brightwood, OR
7/20-21 Adams, MA
7/28-9/2 Newberry, MI
8/24-25 Columbus, IN
8/31-9/1 Portland, OR
9/7-8 Golden Pond, KY
9/11-14 Steamboat Springs, CO
9/28-29 Phoenix, AZ
10/5-6 Mt. Solon, VA
10/12-13 Angels Camp, CA
10/26-27 Terlingua, TX
11/29-30 Los Angeles, CA

AMA/District 37 Dual Sport Ride Series
2/10-11 Laughlin, NV
2/18 San Luis Obispo, CA
3/3 Temecula, CA
3/17 San Bernardino, CA
3/30-31 Big Bear Lake, CA
4/13-14 Newhall, CA
4/28 San Bernardino, CA
5/4-5 St. George, UT
5/5 San Bernardino, CA
5/18-19 Frazier Park, CA
5/25-26 St. George, UT
6/8-9 Lake Isabella, CA
6/16 Glendale, CA
6/29 Mammoth Lakes, CA
7/20-21 Sequoia N.F., CA
7/27-28 Independence, CA
8/3-4 Big Bear Lake, CA
8/24-25 Bass Lake, CA
9/7-8 Bishop, CA
9/21-22 Bishop, CA
9/29 Big Bear Lake, CA
10/5-6 Bishop, CA
10/13-20 Ridgecrest, CA
10/27 San Bernardino, CA
11/2-3 Death Valley, CA
11/10 Riverside, CA
11/29-30 LA-Barstow-Las Vegas
12/1 Las Vegas, NV
12/29 Mojave, CA
Info 818/249-2141
*National Trail Ride Series event
Info 818/249-2141

CMC Golden State MX National Series
South Region
2/4 Palmdale, CA
2/18 Ramona, CA
North Region
2/4 Chico, CA
2/18 Carson City, NV
Pacific Northwest Region
2/11 Salem, OR
Final Showdown
3/2 Gorman, CA
3/3 Gorman, CA
Info 714/367-1141

GFI Winter Series
South Region
2/4 Perris, CA
2/18 San Bernardino, CA
3/3 Perris, CA
3/24 Perris, CA
North Region
2/11 La Grange, CA
2/25 Hollister, CA
Info 909/684-6996

FEBRUARY

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MARCH

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31						

• DENOTES PRO PAYBACK

Feb 2-4

• NORTH CAROLINA ARENACROSS - AMA/Mike Kidd Promotions, National Series, Veterans Memorial Coliseum, Winston-Salem. Info: 817/626-7297.

Feb 3-4

• CALIFORNIA INDOOR SHORT TRACK - AMA/Dist. 36/Generic Racing, Golden

4th Annual
Malcolm Smith MOTORSPORTS
YAMAHA GRAN PRIX
at GLEN HELEN
MARCH 2 & 3, 1996
COURSE LAID OUT BY MALCOLM SMITH, THROUGH 10 MILES OF GLEN HELEN REGIONAL PARK. COURSE USED ONCE A YEAR FOR THIS RACE ONLY!!
District 37 AMA "BEST OF THE WEST" District 37 Desert 3 GP Points
RAMADA INN Official Hotel of Glen Helen GP Park (909) 887-8001
2 HOUR RACES
MALCOLM SMITH SIGNATURE TROPHIES

SATURDAY, MARCH 2ND
8:00 a.m. Unclassified(1hour)
10:00 a.m. Senior/Magnum/Super Sr./Women
1:00 p.m. Kid's Event
2:00 p.m All Vets
7:00 p.m. Night Race

SUNDAY, MARCH 3RD
8:00 a.m. Quads (1-1/2 hrs.)
10:30 a.m. 80cc/125cc/4-Stroke/Dual Sport
1:00 p.m. Classic/Vintage/Sidewcar
2:30 p.m. All 250cc/500cc

Entry Fees:
$25.00 Pre-Entry, $35.00 Post-Entry, $15.00 Unclassified & Kid's
AMA Membership Required and may be purchased at race for $29.00
No 3-wheelers, No Quad rider's under 16 yrs. of age
Gate Fee:
$10.00 per day • $15.00 for weekend • 12 & under Free
Gates Open 4:00 p.m. Fri • Gates Close 10:00 p.m. Fri/Sat • Gates Open 6:00 a.m. Sat/Sun • Minors must be accompanied by Parent or Notorized Legal Guardian

PRE-ENTRY OPENS JANUARY 15, 1996 • CLOSES FEBRUARY 23, 1996

FOR INFORMATION ON ENTRIES CALL: DOUG MOHR (714) 898-4599
FOR INFORMATION ON GP CALL: MIKE PARROT (714) 256-1245
FOR INFORMATION ON GLEN HELEN CALL: STEVE NILLES (909) 880-3090
(Coupon does not apply to Unclassified & Kid's)

PICK UP $5 OFF ENTRY COUPON AT:
Malcolm Smith MOTORSPORTS
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Paul Thede's Technical Edge Suspension Seminar
Want to become a suspension expert? Attention tuners, mechanics, team managers, riders and engineers. Race Tech's Paul Thede is revealing his secrets on cutting edge suspension theory & practice.

Subjects Covered: Dirt & Pavement
▲ Suspension Theory & Tuning
▲ Springs, Fluids & Valving Theory
▲ Hydraulics & Damping Curves
▲ Shop Training
(You'll receive a suspension manual and certificate of completion)
Limited seating available!

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Just prior to Cincinnati dealer show.
Omni Netherlands Plaza, Cincinnati, OH
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3227 Producer Way, #127, Pomona, CA 91768

Tell them you saw it in
CYCLE NEWS

Florida Dirt Track Riders and Orange County Raceway present
FLAT TRACK RACING
WEDNESDAY, MARCH, 6th
New 1/4 Mile Clay Oval
Take home more cash than some Pro Events!
100% on spot, cash redeemable gift certificates for A-B-Pro AM & Vintage Classes
C, Youth and Mini classes - Trophy
All classes welcome
Free Overnight Camping turn in at Orlando Speed World
10 miles east of Orlando on Rt. 50 at 520 cut off
For more info: 904/427-0946 - Allen Weinberg
407/869-5388 - Orange County Raceway

GLEN HELEN
MOTOCROSS PRACTICE EVERY THURSDAY 8:00AM Till DUSK
MOTOCROSS PRACTICE EVERY SATURDAY 8:00AM Till 1 PM
Please Call to Confirm Practice & Race Dates & Times
(909) 880-3090 Ext.4

Sunday, February 4	MX Practice 8:00am till 3:00pm
Sunday, February 11	Off Road Short Course Series
Sunday, February 18	GFI Winter Series MX
Sunday., February 25	Blockbuster MX Series Round #3

MX Event of the Year May 12, 1996
The SHOEI 125/250 AMA MX Nat'l Amateur Day - Sat., May 11, 1996

TULARE CYCLE PARK
Tulare, CA
Event Calendar

Sat., Feb. 3	Open MX Practice
Sun., Feb. 4	MX Race Triple "M" Series
Sat., Feb. 17	Open MX Pracitice
Sat., Feb. 24	A.H.R.M.A. Double Your Fun Weekend (Vintage Only)

SATURDAY PRACTICE 10AM- 3PM
INFO (209) 685-0503

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone;** we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

State Concrete Indoor Championship Series - Rnds 9 & 10, Glenn Co. Fairgrounds, Commercial Exhibits Building, Orland. Info: 916/873-0834.

CALIFORNIA GRAND PRIX - AMA/D-37/Desert Vipers, 16th Annual Adelanto Grand Prix/1996 Big Six G.P. Series, Adelanto. Info: 714/779-5313.

Sat, Feb 3

• CALIFORNIA MOTOCROSS - Racing Enterprise, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

• FLORIDA SHORT TRACK - Florida Motorcycle Flat Trackers Series - Rnd 12, Orange County Raceway, Orlando. Info: 407/788-2985 or 895-1219.

• FLORIDA MOTOCROSS - Pepsi Air Dania Motocross Park, Dania-Fort Lauderdale. Info: 305/321-9422.

• IOWA FLAT TRACK - Winter Dome Racing, Iowa State Fair, Pioneer Racing Pavilion, Des Moines. Info: 515/289-2140.

• NEBRASKA INDOOR SHORT TRACK - Motorsports of America, Vintage Pro Bike Indoor Winter Series - Final Round, Buffalo Co. Expo Center, Kearney. Info: 800/544-8714.

Sun, Feb 4

ARIZONA TRIALS - AMA/Central Arizona Trials Inc., Oakflat. Info: 602/582-2294.

• ARIZONA MOTOCROSS - Cerbat Motorsports, Kingman. Info: 520/757-7438.

• CALIFORNIA ROUGH SCRAMBLES - AMA/Lodi M.C., Lodi. Info: 209/544-1027.

CALIFORNIA HARE SCRAMBLES - AMA/P&J Promotions, National Hare Scrambles Championship Series, Hollister. Info: 408/249-4336.

• CALIFORNIA MOTOCROSS - CRC, CMC Golden State Series, L.A. County Raceway, Palmdale. Info: 805/272-8889.

• CALIFORNIA MOTOCROSS - GFI Racing, GFI Winter Series-South - Rnd 3, Perris Raceway, Perris. Info: 909/684-6996.

CALIFORNIA MOTOCROSS - CMC, Golden State Nationals, women's class, L.A. County Raceway, Palmdale. Info: 818/348-1612.

• CALIFORNIA MOTOCROSS - AMP, Oatfield Raceway, Turlock. Info: 209/541-0860 or 415/587-8678.

CALIFORNIA MOTOCROSS - Triple 'M' Promotions, Tulare Cycle Park, Tulare. Info: 209/685-0503.

• FLORIDA MOTOCROSS - Inside Line Racing, Florida Vet Championship Series, Orlando MX Park, Orlando. Info: 407/359-9260.

• FLORIDA MOTOCROSS - Double A Promotions, Pro-Am, North Florida Raceway, Jacksonville. Info: 904/268-2376 or 845-2076

ILLINOIS SHOW - J&P Promotions, 15th Annual M/C Parts Extravaganza, Will County Fairgrounds, Peotone. Info: 319/462-6011.

• KANSAS MOTO/SCRAMBLES - K.O.R.R. Championships, Silver City, Sterling. Info: 316/942-6527.

• MARYLAND MOTOCROSS - AMA/Dist 7 & 13, Budds Creek MX Park, Budds Creek. Info: 301/475-2000.

• MASSACHUSETTS ICE RACE - Hamilton Rod/Gun Club/GJM Promotions, Sturbridge. Info: 508/943-9197.

MICHIGAN ICE RACE - Great Lakes Ice Racers, 1/4 mile, Escanaba. Info: 906/226-6360.

• MINNESOTA ICE RACE - CWIRA, Winona. Info: 507/452-1101.

• NEBRASKA INDOOR SHORT TRACK - Motorsports of America, Buffalo Co. Expo Center, Kearney. Info: 800/544-8714.

NEW YORK MUD & SNOW SCRAMBLES - AMA/Square Deal Riders M.C., SDR Raceway, Harpurville. Info: 607/693-3159, 693-2634.

• NEW YORK ICE RACE - AMA/Tri-State Motorcycle Club, Lembo Lake Park, Modena. Info: 914/564-4814.

NEW YORK ICE RACE - Electric City Riders, Lake George. Info: 518/374-7979 or 518/274-4318.

• NORTH CAROLINA MOTOCROSS - Sportman's Moto-X Park, Jacksonville. Info: 910/577-5850 or 938-1346.

• TENNESSEE HARE SCRAMBLES - Mid South Winter Hare Scrambles Series, Columbia. Info: 615/859-0873.

TENNESSEE HARE SCRAMBLES - Victory Sports Racing, Interstate Hare Scrambles Series, Lowland, Morristown. Info: 423/323-5497.

• TENNESSEE MOTOCROSS - T-N-T MX Park, Milan. Info: 901/987-3029.

TEXAS ENDURO - Texas State Enduro Championship Series, Championship Division/East Texas Division, Renegade, Post. Info: 800/55-TSCEC.

Feb 9-11

• WISCONSIN ARENACROSS - AMA/Mike Kidd Promotions, National Series, Mecca, Milwaukee. Info: 817/626-7297.

WISCONSIN SHOW - J&P Promotions, 14th Annual M/C Parts Extravaganza and Super Series Bike Show, Mecca Convention Center, Great Hall, Milwaukee. Info: 319/462-6011.

Feb 9-10

• NORTH CAROLINA MOTOCROSS - AMA/Victory Sports Racing, Indoor Winter Motocross Series, WNC Ag Center, Asheville. Info: 423/323-5497.

Feb 10-11

NEVADA DUAL SPORT - AMA/Tour n' Trail/Team Loomis, AVI Hotel and Casino, Laughlin. Info: 818/890-2209.

Sat, Feb 10

• CANADA ARENACROSS - CMA/Future-west Promotions, Tucker Rocky B.C. Arena-cross Championship, Agri-Fair Arena, Abbotsford, B.C. Info: 604/794-3824.

• CALIFORNIA MOTOCROSS - Racing Enterprise, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

• FLORIDA SHORT TRACK - Florida Motorcycle Flat Trackers Series - Rnd 13, Orange County Raceway, Orlando. Info: 407/788-2985 or 895-1219.

• FLORIDA MOTOCROSS - Inside Line Racing, Cen. Fla. MC Dealer Series/Florida Mini-Cycle Series, Orlando MX Park, Orlando. Info: 407/359-9260.

• FLORIDA MOTOCROSS - Pepsi Air Dania Motocross Park, Dania-Fort Lauderdale. Info: 305/321-9422.

IOWA FLAT TRACK - Mike Loagan Memorial Race, Veteran's Memorial Auditorium, Des Moines. Info: 515/265-6439.

Feb 11-12

NEVADA HARE SCRAMBLES - MRAN, Amargosa. Info: 702/437-MRAN.

Sun, Feb 11

ARIZONA ENDURO - AMA/Arizona Trail Riders, National Enduro Championship Series, Wickenburg. Info: 602/944-2639.

• CALIFORNIA ROUGH SCRAMBLES - AMA/Lodi M.C., Lodi. Info: 209/544-1027.

• CALIFORNIA GRAND PRIX - CRC, Diamond Head G.P., Hungry Valley, Gorman. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - CMA/GFI Racing, GFI North Winter Series, LaGrange. Info: 209/673-8080.

CALIFORNIA VINTAGE MOTOCROSS - AHRMA, Sandhill Ranch, Brentwood. Info: 510/634-3328.

• CALIFORNIA MOTOCROSS - Motowest Racing/AMP, Hollister Hills MX Park, Hollister. Info: 415/587-8678 or 408/238-8208.

• FLORIDA MOTOCROSS - Inside Line Racing, Yamaha Sunshine State MX Championship, MX of Marion County, Reddick. Info: 407/333-2356.

• MARYLAND MOTOCROSS - AMA/Dist 7 & 13, Budds Creek MX Park, Budds Creek. Info: 301/475-2000.

• MASSACHUSETTS ICE RACE - Hamilton Rod/Gun Club/GJM Promotions, Sturbridge. Info: 508/943-9197.

MICHIGAN ICE RACE - Great Lakes Ice Racers, 1/4 mile, Escanaba. Info: 906/226-6360.

MISSOURI HARE SCRAMBLES - Iowa Enduro Riders Association, Kahoka. Info: 515/795-3440.

NEVADA HARE SCRAMBLES - Motorcycle Racing Association of Nevada/Gamblers M/C, Yucca Mtn, Lathrop Wells. Info: 702/361-3060.

• NEVADA MOTOCROSS - CMC/Nevada Old Timers MX Association, Fernley International Raceway, Fernley. Inof: 702/867-2515.

• NEW YORK ICE RACE - AMA/Tri-State Motorcycle Club, Lembo Lake Park, Modena. Info: 914/564-4814.

NEW YORK ICE RACE - Electric City Riders, Warners Lake, E. Bernie. Info: 518/374-7979 or 518/274-4318.

• NORTH CAROLINA MOTOCROSS - Dirt World Promotions, 13th Annual Caroline Winter Series, Montrose Moto-x Park, Raeford. Info: 919/554-4467.

TEXAS MOTOCROSS - Greenville MX Park, Greenville. Info: 903/450-0017.

• WISCONSIN ICE RACE - CWIRA/Rusty's Backwater Saloon, Stevens Point. Info: 715/341-2490.

WISCONSIN SHOW - J&P Promotions, 14th Annual M/C Parts Extravaganza and Super Series Bike Show, Mecca Convention Center, Milwaukee. Info: 319/462-6011.

Feb 16-18

• OHIO ARENACROSS - AMA/Mike Kidd Promotions, National Series, Riverfront Coliseum, Cincinnati. Info: 817/626-7297.

Fri, Feb 16

CALIFORNIA SWAP MEET - Intershows Motorsport Promotions, Motorcycle Swap Meet, Orange County Fairgrounds, Costa Mesa. Info: 714/364-2542.

Feb 17-18

• CALIFORNIA INDOOR SHORT TRACK - AMA/Dist. 36/Generic Racing, Golden State Concrete Indoor Championship Series - Rnds 11 & 12, Glenn Co. Fairgrounds, Commercial Exhibits Building, Orland. Info: 916/873-0834.

• CALIFORNIA ROAD RACE - WSMC Road Racing Series, Willow Springs International Raceway, Rosamond. Info: 805/256-1234.

• FLORIDA ROAD RACE - CCS, Moroso Motorsports Park, West Palm Beach. Info: 407/793-3394.

• OHIO INDOOR MOTOCROSS - AMA/American Motosports Inc., Marion County Fairgrounds, Veterans Coliseum, Marion. Info: 614/596-2057.

• TENNESSEE MOTOCROSS - AMA/Victory Sports Racing, Indoor Winter Motocross Series, Walters State College Pavilion, Morristown. Info: 423/323-5497.

• WISCONSIN ICE RACE - CWIRA, Sat - no points/Sun - points/State Championship, Lake Dexter, Dexterville. Info: 715/884-2508 or 715/ 884-2120.

Sat, Feb 17

• CALIFORNIA MOTOCROSS - Racing Enterprise, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

• FLORIDA SHORT TRACK - Florida Motorcycle Flat Trackers Series - Rnd 14, Orange County Raceway, Orlando. Info: 407/788-2985 or 895-1219.

• FLORIDA MOTOCROSS - Pepsi Air Dania Motocross Park, Dania-Fort Lauderdale. Info: 305/321-9422.

• WYOMING INDOOR SHORT TRACK - Motorsports of America, Casper Event Center, Casper. Info: 800/544-8714.

Sun, Feb 18

ARIZONA MOTOCROSS - Cal-Zona II Vintage Motocross - California vs. Arizona, Canyon Raceway, Peoria. Info: 602/966-0101 or 619/744-8052.

CALIFORNIA ENDURO - AMA/Salinas Ramblers M/C, National Enduro Championship Series, Coalinga. Info: 408/449-4608.

• CALIFORNIA GRAND PRIX - CRC, L.A. County Raceway, Palmdale. Info: 805/272-8889.

• CALIFORNIA MOTOCROSS - GFI Racing, GFI Winter Series-South - Rnd 4, Glen Helen Raceway, San Bernardino. Info: 909/684-6996.

CALIFORNIA MOTOCROSS - CMC, Golden State Nationals, women's class, Barona Oaks Raceway, Ramona. Info: 818/348-1612.

CALIFORNIA MARATHON - Sandhill Ranch, Brentwood. Info: 510/634-3328.

• CALIFORNIA MOTOCROSS - Motowest Racing/AMP, Hollister Hills MX Park, Hollister. Info: 415/587-8678 or 408/238-8208.

• FLORIDA MOTOCROSS - Inside Line Racing, Yamaha Sunshine State MX Championship, Orlando MX Park, Orlando. Info: 407/333-2356.

• GEORGIA MOTOCROSS - Echeconnee Moto-X, Macon. Inof: 912/788-8227.

• MARYLAND MOTOCROSS - AMA/Dist 7 & 13, Budds Creek MX Park, Budds Creek. Info: 301/475-2000.

MICHIGAN ICE RACE - Great Lakes Ice Racers, 1/4 mile, Escanaba. Info: 906/226-6360.

NEVADA HARE SCRAMBLES - D-36/Desert Riders Inc., Dead Camel Hare Scrambles, Dead Camel Mountains, Fallon. Info: 702/867-4514.

NEW YORK MUD & SNOW SCRAMBLES - AMA/Square Deal Riders M.C., SDR Raceway, Harpurville. Info: 607/693-3159, 693-2634.

• NEW YORK ICE RACE - AMA/Tri-State Motorcycle Club, Lembo Lake Park, Modena. Info: 914/564-4814.

• NORTH CAROLINA MOTOCROSS - Sportman's Moto-X Park, Jacksonville. Info: 910/577-5850 or 938-1346.

TEXAS ENDURO - Texas State Enduro Championship Series, Championship Division/East Texas Division, Jimmy Jack, Saint Jo. Info: 800/55-TSCEC.

TEXAS SHOW & SWAP MEET - M.C. Show & Swap Meet, Convention Center, Waco. Info: 214/216-5520.

TEXAS ENDURO - Black Jack Enduro Circuit, Jimmy Jack Enduro, St. Jo. Info: 417/345-6211.

• TEXAS HARE SCRAMBLES - AMA/Trail Riders of Houston, Texas State Championship Series - Rnd 6, Sonntag Ranch, Sublime. Info: 713/910-3131.

Feb 23-24

• OKLAHOMA INDOOR SHORT TRACK - Motorsports of America, Hardy Murphy Coliseum, Ardmore. Info: 800/544-8714.

Feb 23-25

• CONNECTICUT ARENACROSS - AMA/Mike Kidd Promotions, National Series, New Haven Coliseum, New Haven. Info: 817/626-7297.

• OHIO ARENACROSS - Faircross Promotions/CRA, Summit County Fairgrounds, Akron. Info: 216/948-1478.

PENNSYLVANIA SHORT TRACK - AMA/Armin Hostetter/Trailway Speedway, 18th Annual Motorama Indoor Races and Speed Show, Harrisburg. Info: 717/359-4310.

Fri, Feb 23

• OHIO INDOOR MOTOCROSS - AMA/American Motosports Inc., Marion County Fairgrounds, Veterans Coliseum, Marion. Info: 614/596-2057.

• PENNSYLVANIA SHORT TRACK - AMA/Motorama/Trail-Way Speedway, Pennsylvania Farm Show Complex, Harrisburg. Info: 717/359-7056.

Feb 24-25

CALIFORNIA TT DIRT TRACK & MOTOCROSS - AHRMA/Triple 'M' Promotions, Tulare Cycle Park, Tulare. Info: 209/685-0503.

ILLINOIS SHOW - J&P Promotions, 12th Annual World's Largest Super Series Bike Show & Parts Extravaganza, McCormick Place East Building, Chicago. Info: 319/462-6011

• PENNSYLVANIA ARENACROSS - AMA/Motorama/Trail-Way Speedway, Pennsylvania Farm Show Complex, Harrisburg. Info: 717/359-7056.

• WISCONSIN ICE RACE - CWIRA, Sat - no points/Pro Class only, Sun - points, Lake Pacawa, Plover. Info: 715/341-5412.

Sat, Feb 24

• CALIFORNIA MOTOCROSS - Racing Enterprise, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

• FLORIDA SHORT TRACK - Florida Motorcycle Flat Trackers Series - Rnd 15, Orange County Raceway, Orlando. Info: 407/788-2985 or 895-1219.

• FLORIDA MOTOCROSS - Inside Line Racing, Cen. Fla. MC Dealer Series/Florida Mini-Cycle Series, Orlando MX Park, Orlando. Info: 407/359-9260.

• FLORIDA MOTOCROSS - Pepsi Air Dania Motocross Park, Dania-Fort Lauderdale. Info: 305/321-9422.

• IOWA FLAT TRACK - Winter Dome Racing, Iowa State Fair, Pioneer Racing Pavilion, Des Moines. Info: 515/289-2140.

• OHIO INDOOR MOTOCROSS - AMA/American Motosports Inc., Marion County Fairgrounds, Veterans Coliseum, Marion. Info: 614/596-2057.

• OKLAHOMA INDOOR DIRT TRACK - Vintage Dirt Track Racers Assn., Purcell Expo, Purcell. Info: 918/836-6999.

Sun, Feb 25

• CALIFORNIA GRAND PRIX - CRC, L.A. County Raceway, Palmdale. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - CMA/GFI Racing, GFI North Winter Series, Hollister Hills, Hollister. Info: 209/673-8080.

CALIFORNIA ENDURO-THON - 2-man, 2-hour, 2-mile scrambles course, San Jose Fairgrounds Speedway, San Jose. Info: 408/295-6906.

CALIFORNIA SHOW - Long Beach Motorcycle Parts Exchange, Long Beach Veteran's Memorial Stadium, Long Beach, Long Beach. Info: 310/426-4641.

CALIFORNIA OBSERVED TRIALS - AHRMA/AMA/Starman Motosport, vintage/beginner, Frank Raines OHV, Patterson. Info: 916/967-0262.

• FLORIDA MOTOCROSS - Inside Line Racing, Yamaha Sunshine State MX Championship, Sun State Raceway, Ona. Info: 407/333-2356.

• GEORGIA HARE SCRAMBLES - Mid South Winter Hare Scrambles Series, Bremen. Info: 615/859-0873.

ILLINOIS HARE SCRAMBLES - Iowa Enduro Riders Association, Keithsburg. Info: 515/795-3440.

• KANSAS HARE SCRAMBLES - K.O.R.R. Championships, 2-man/3-hour, Rockin Bar M Ranch, Newton. Info: 316/942-6527.

• MARYLAND MOTOCROSS - AMA/Dist 7 & 13, Budds Creek MX Park, Budds Creek. Info: 301/475-2000.

MICHIGAN ICE RACE - Great Lakes Ice Racers, 1/4 mile, Escanaba. Info: 906/226-6360.

• NEVADA MOTOCROSS - CMC/Nevada Over the Hill Gang, Fernley International Raceway, Fernley. Inof: 702/356-6043.

• NEW YORK ICE RACE - AMA/Tri-State Motorcycle Club, Lembo Lake Park, Modena. Info: 914/564-4814.

• NORTH CAROLINA MOTOCROSS - AMA/Dist 29/Sportman's Moto-X Park, Jacksonville. Info: 910/577-5850 or 938-1346.

• OHIO INDOOR MOTOCROSS - AMA/American Motosports Inc., Marion County Fairgrounds, Veterans Coliseum, Marion. Info: 614/596-2057.

TEXAS DIRT TRACK - Texas Half Mile, Pros, amateurs, vintage and 883, Devils Bowl Speedway, Dallas. Info: 214/216-5520.

Wed, Feb 28

• ARIZONA MOTOCROSS - Cerbat Motorsports, Kingman. Info: 520/757-7438.

March 1-3

• COLORADO ARENACROSS - AMA/Mike Kidd Promotions, National Series, Denver Coliseum, Denver. Info: 817/626-7297.

March 2-3

CALIFORNIA GRAND PRIX - AMA/D-37/Prairie Dogs M.C., 1996 Big Six G.P. Series, Glen Helen, San Bernardino. Info: 909/678-0419 or 714/751-9238.

CALIFORNIA MOTOCROSS - CMC, Golden State Nationals, womens class, Quail Canyon OHV, Gorman. Info: 818/348-1612.

Sat, March 2

• CALIFORNIA MOTOCROSS - Racing Enterprise, Carlsbad Raceway, Carlsbad. Info: 619/484-1441.

• CANADA ARENACROSS - CMA/Future-west Promotions, Tucker Rocky B.C. Arenacross Championship, Agri-Fair Arena, Abbotsford, B.C. Info: 604/794-3824.

• FLORIDA MOTOCROSS - Pepsi Air Dania Motocross Park, Dania-Fort Lauderdale. Info: 305/321-9422.

• IOWA FLAT TRACK - Winter Dome Racing, Iowa State Fair, Pioneer Racing Pavilion, Des Moines. Info: 515/289-2140.

Sun, March 3

ARKANSAS ENDURO - Black Jack Enduro Circuit, Bear Creek Enduro, Kirby. Info: 417/345-6211.

FREE CALENDAR LISTINGS

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue.

Event date: _____

Type of event: _____ Pro Payback: ❑ Yes ❑ No

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

_____

City/Town: _____ State: _____

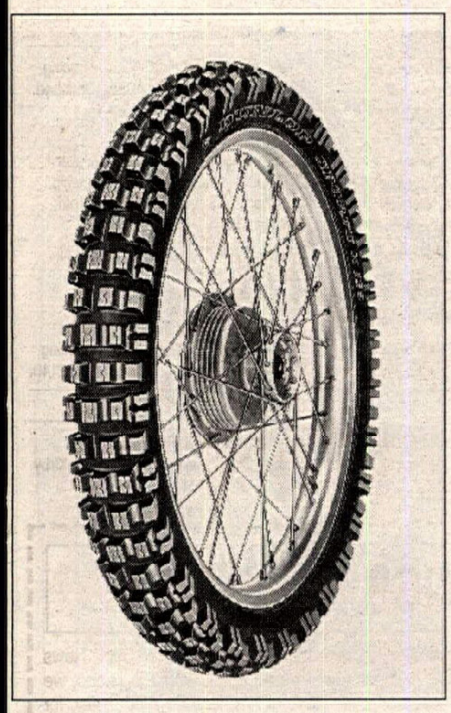
Phone Number (with area code): ( ) _____

Your name: _____

NEW PRODUCTS

OL' NUMBER 9

How Gary Nixon ever went from wanting to be a professional to being one of motorcycle racing's most prolific champions may be a mystery to even the man himself. Yet he was, and is, having won two AMA Grand National Championships as well as the Daytona 200, and he continues to compete in the "Battle of the Legends" series today. **Moto-Graphix, USA** has decided to celebrate this champion by producing a limited edition of 250 **color prints** depicting old number 9 that will be hand-signed by artist Harry Miller and Nixon himself. Each print measures 20 x 24 inches and is printed on a heavy 100-pound stock. Signed prints are available for $75 each, while unsigned prints sell for $25 each. For more information, contact MotoGraphix, USA, Dept. CN, P.O. Box 6805, Colorado Springs, CO 80934-6805, 719/475-0259.

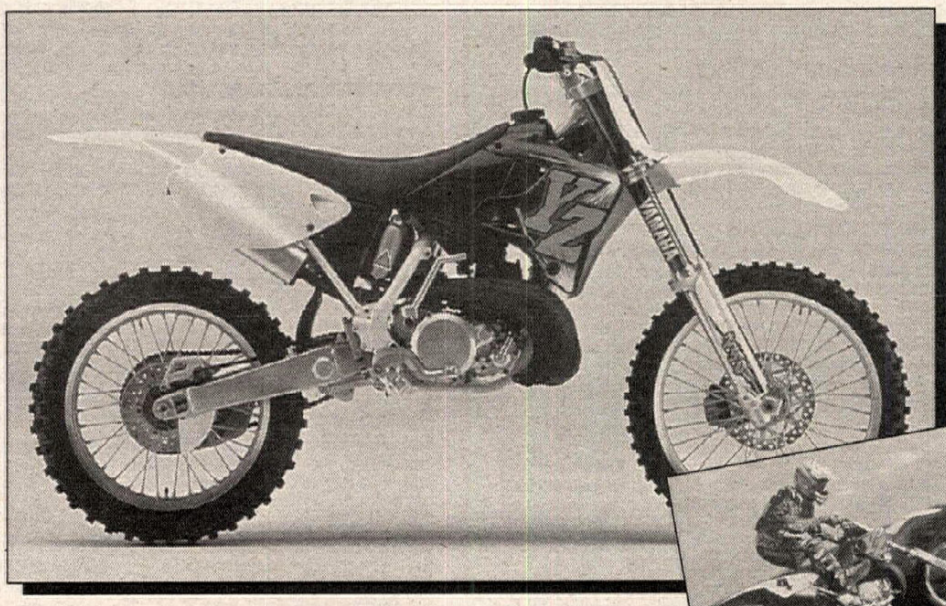


K139 GOES LEGIT

Well, at least on the street anyway. The **Dunlop K139** off-road tire, which has been a popular fit for enduro and desert events for years, has now been DOT-approved for street use, which may soon make it a popular choice for dual sport riders everywhere. The K139 features a tough casing that holds up to the most rigorous conditions on or off the road, and its advanced knob configuration is claimed to deliver better traction in everything from hard to soft terrain. Available in a 3.00 x 21-inch size and recommended for use with Dunlop's new 695 D/P rear tread, the K139 retails for $92.58. For more information, contact your local dealer or Dunlop Tire Corporation, Dept. CN, P.O. Box 1109, Buffalo, NY 14240, 716/639-5200. CN

Enter to WIN a 1996 Yamaha YZ250 and a set of THOR riding gear in the...

1996 CYCLE NEWS / YAMAHA / THOR Supercross Sweepstakes



Remember how awesome last year's YZ's were? Great bikes - but they're history now, because while everyone was getting pumped over them, the guys in the white engineer coats and the guys in the helmets were busy re-designing the YZ250 from just about ground zero.

One lucky winner will take home a new Yamaha YZ250 and a set of THOR gear at the end of the 1996 AMA Supercross Series. While you're at it, sign up to subscribe to Cycle News, America's Weekly Motorcycle Newspaper, featuring complete same-week coverage of every AMA Supercross Series round! What are you waiting for? Sign up today!

You'll also win a set of THOR's 1996 F-1 motocross gear, including the new F-1 Jersey, Velocity 3 Pants, LE-2 Boots, and Velocity Gloves.

CYCLE NEWS / YAMAHA / THOR 1996 Supercross Sweepstakes Official Sweepstakes Entry/Order Blank

❑ **No, I don't want to subscribe, but please enter me in the sweepstakes.**

Name _____

Address _____

City _____ State _____ Zip _____

Phone # _____ Order _____

Send to: Cycle News Inc.
1996 Yamaha/THOR/Supercross Sweepstakes
P.O. Box 498, Long Beach, CA 90801-0498

❑ **YES, I want to subscribe to Cycle News and be entered in the Sweepstakes - $38.00/one year, 50 issues.**
(One year (50 issues), 2nd class Canada or Mexico and all other foreign countries $78.00 (US Funds). First-class and airmail rates available on request.

This is a: ❑ New Subscription ❑ Renewal
❑ Please bill me one payment of $38.00
❑ Bill 3 EZ Payments of $12.67 each

Charge my ❑ VISA ❑ MasterCard
Charge Card # _____
Signature _____ Exp. Date _____

No purchase necessary. Fill out the official entry form (or a 3" x 5" facsimile), including your name, address, city, state, ZIP, and phone number. Entries (one per person, please) must be received by Cycle News Inc.by May 28, 1996. Final drawing will be held on May 31, 1996. The odds of winning will be determined by the number of entries received. All entries become the property of Cycle News Inc. Winner's name will be available after the drawing upon request. Contest is void where prohibited. Subject to all local, state and federal regulations. Winner shall be required to sign a statement releasing Cycle News Inc. and all contest sponsors from any damages or injuries in conjunction with sweepstakes prizes. Tax, registration and transportation are the responsibility of the winner. By accepting the prize, the winner agrees to accept responsibility for all licensing, registration, and tax requirements. No substitute prize given nor cash equivalent paid. If minor wins the prize, it will be awarded to the parent or legal guardian. In accepting the prize, the winner grants Cycle News Inc. permission to promote and publicize his or her photograph and the prize won. All employees of Cycle News Inc., Yamaha Motor Corp., THOR/Parts Unlimited, SRO Motorsports, Pace/SuperSports, and their dealers/agencies and their families are not eligible. CN

WANT ADS

HELP WANTED

Sales Manager Trainee
Has your present job peaked out? Do you have experience with a large volume dealer as a sales/F&I person? This multi-line motorcycle watercraft dalership has the right long term opportunity for you and will help with relocation expenses. We must replace a senior staff member that past away. If you are not sure if you qualify call us anyway. Whittier Fun Center. Contact Bob Beck (310) 945-3494. CA. (250-05)

Used Bike Manager/Buyer
Harley, Honda, Kawasaki, Suzuki, Yamaha needed immediately. Contact Bob Beck. (310) 945-3494. CA. (201-06)

Sales or FI Mgr.
Kawasaki Jet Ski no. 1 in L.A. County dealer. Immediate position. Burbank Kawasaki (818) 848-6627, (818) 848-6630 fax. CA. (203-05)

Mechanic and Service Mgr.
Kawasaki Jet Ski no. 1 in L.A. County dealer. Immediate position. Burbank Kawasak (818) 848-6627, (818) 848-6630 fax. CA. (203-05)

Mechanic Needed
Experienced mechanic to work in Honda, Kawasaki, Suzuki dealer, watercraft exp. helpful, year round work, in well equip. shop, benefit pkg. Bloomington, IN (812) 339-0199. Fax resumes to Bloomington Power Sports (812) 333-9473. IN. (303-05)

HARLEY DAVIDSON BMW proud of your technical skills, believe in doing it right, you need to join our team. We have a reputation for service excellence, a benefit package, insurance, profit sharing, paid vacation, Factory training program. McCoys, US 41, Green Bay, WI 54303. 1(800) 236-1729. WI. (203-TFN)

AGV IS LOOKING for a combination Sales manager/sales person to work in a very fast paced, hectic, high energy environment. Our office is located in Frederick, Maryland. Experience or strong interest in outdoor action sports a plus. Must have past sales and sales management experience. This position requires selling as well as managing. Salary plus commission. Please call (800) 777-7006 for an appointment and/or fax your resume to (301) 663-8950. MD. (204-07)

AGV IS LOOKING for an inside salesperson for our fast paced, hectic Ferderick sales office. Experience or strong interest in outdoor action sports a plus. Must have a good telephone manner and be computer literate. Excellent territories and commission structure. Please call (800) 777-7006 for an appointment and/or fax your resume to (301) 663-8950. MD. (204-07)

Technician Wanted
Honda M/C Yamaha W/C dealer needs experienced tech. Year round position. Low cost of living, mild winters. Jackson, TN. (901) 668-4194. TN. (304-07)

Suzuki-Triumph-Tigershark
Immediate full time opportunity for prof. tech. Super service dealer has benefits including medical plan, holidays, vacation. Ride & earn year round in central Florida. Fax resume to Thad (407) 578-6823. FL. (204-05)

Techician Wanted So. Cal.
Largest Vance and Hines motorcycle center has immediate opening available. Nice dyno equipped shop, high performance specialists. Plus general service on sportbike and late model street bikes only. Good commission and benefits. Call Rob (818) 303-6382. CA. (204-05)

Parts Counterperson
For busy motorcycle/watercraft dealership. Lightspeed experience a plus. Aggressive, sales oriented person will get the job. Contact Bob Cochran at Whittier Fun Center. 14043 E. Whittier Blvd., Whittier, CA 90605. (310) 945-3494, ex. 22. CA. (204-06)

MANAGER WANTED for personal watercraft business in Bullhead City area. Send resume to 1159 Hwy. 95, Bullhead City, AZ 86429 or fax (520) 754-6480. AZ. (304-05)

Service/Parts/Sales
Los Angeles Triumph Suzuki Honda and classic British dealer. Immediate openings. Next to ocean and LAX. Ask for Bob. (310) 674-1431. CA.(204-07)

Parts/Service/Manager
Central PA. full line Yamaha dealer. Looking for highly motivated, professionals. Openings for Parts and Service Manager. Excellent pay and benefits. Mail or fax resume to Yamaha of Camp Hill, 1101 Slate Hill Road, Camp Hill, PA 17011, Attn: Duane Summers. Fax # (717) 761-6915, (717) 761-6192. PA. (204-05)

Accessory Specialists Wanted
We're growing and now require a full-time accessory person. Merchandising and display talents a must. At least three years experience required. Live in the Great Smoky Mountains with mild winters and cool summers. Five-day work week with paid vacations, holidays, medical and profit sharing. Paid hourly, plus commission, plus bonuses. $25k+ earning potential. Call Mike Maki at (704) 253-5646. MR Honda-Kawasaki-Yamaha-Sea-Doo, Asheville, NC. (204-05)

Salesperson Wanted
We sell Sea-Doo, Honda, Suzuki. Aggressive and experienced person ok. Perris, Ca. Fax resume to (909) 943-4644, Raceway Honda Suzuki Sea-Doo (909) 943-2061. CA. (205-06)

Salesman Needed
Largest Yamaha Kawasaki dealer in Southern California. We're expanding rapidly, great opportunity for top $. Must be aggresive and sharp. Huge ATV, PWC and motorcycle customer base. Call Ray (714) 563-1700 Anaheim Yamaha Kawasaki. CA. (205)

Motorcycle Technician
Fast growing aftermarket parts, accessory and service store with two locations in NE Ohio needs experienced technician with positive work habits and proven track record. Salary and commission negotiable with experience. Call Mike for further details! (216) 741-1883. OH. (105-06)

Service Parts & Office
Experienced watercraft/motorcycle parts person and mechanic needed. Also, office help. Precision motorcycle and watercraft. (718) 837-2896. NY. (105-06)

Honda Sea-Doo Tech
Oregon Honda/Sea-Doo/Ski-Doo dealer, great company, great pay, great place to live and work, career position, year round work. Looking for a Lead Mechanic, experience, own tools required. Call Bob Reinen at (503) 302-9000. Cycle Sports-Eugene, 469 E. 3rd Ave., Eugene, OR 97401. OR. (203-05/EOI)

Technicians/Sales
BMW-Triumph-Kawasaki growing dealership in upstate NY is currently seeking qualified, enthusiastic technicians and sales staff. Verifiable experience and work history a must. Excellent opportunity. Please call or fax resume to Ron Usenza. (518) 377-8600, fax (518) 377-9040. Berkshire Motor Works, Scheacentady, NY. NY. (302-05)

Parts Counter - Oregon
Oregon Honda/Sea-Doo/Ski-Doo dealer, great company, great pay, great place to ride, live and work, health ins., vacation, 5 day shop. Clean cut and enthusiastic, join our team! Call Bob Reinen at (503) 302-9000. Cycle Sports - Eugene, 469 3rd. Ave., Eugene, OR 97401. OR. (203-05/EOI)

Assistant Service Manager
Large multi-line motorcycle and watercraft dealer in Daytona Beach. Excellent customer skills, dealer experience required. Immediate opening. Fax resume: (904) 253-6796. FL. (205-06)

Technicians Needed
Multi-line dealer needs technician for motorcycle, watercraft and generators. We offer paid vacations, funded education, year round work. Honda of N. Hollywood, contact Michael Hughes (818) 766-6134. CA. (205-07)

Race Tech
Is expanding and is looking for a suspension technician with experience. Call and ask for Mike (909) 594-7755. CA. (205-08)

Salesmen Wanted M/F
Sell the best! Multi-line motorcycle/watercraft dealer. Honda, Sea-Doo + more. High volume, top pay, benefits. Apply today. Paul. Fax (213) 464-8201, (213) 466-7191. CA. (205)

Honda Sea-Doo Technician
Central California Honda/Sea-Doo/Yamaha dealer needs factory trained technician. Good benefits and income potential. Coastal living with a great riding and working environment. Send resume to: San Luis Honda, 1239 Monterey St., San Luis Obispo, CA 93401 or fax (805) 541-0187. CA. (205-06)

Technician
Pacific N.W. muilti line dealer needs experience technician year round position. Japanese M/C ATV PWC. (360) 736-0166. WA. (205)

Salesman Wanted
Berts Motorcycle and Watercraft Mall the #1 Sea-Doo dealer in the world. Looking for top sales people Honda, Yamaha, Kawasaki, Suzuki, Ducati, Sea-Doo. Work for the leader in the industry. Excellent training program. Apply in person. 900 W. Foothill Blvd., Azusa, CA 91702. CA. (205)

Race Technician (Temporary)
The Professional Motocross/Supercross race team is looking for a mature and self-motivated person to help with all facets of the race shop workload. This is a temporary, full-time position. Applicant should have some previous experience with motocross racing activity. Must have knowledge of Kawasaki motorcycles and the capability to mechanically service/rebuild any of our production off-road racing product. Knowledge of suspension maintenance and tuning would be very beneficial, but not manadatory. Some travel, paperwork and test reporting will be required. Computer skills would be beneficial, but not manadatory. Applicant will be expected to work 8:30a.m. to 5:00p.m. with some overtime. Applicant must supply his own tools and transportation. If interested, please send resume with salary history to: Kawasaki Motors Corp., USA, Attn: HR Dept, RDT, 9950 Jeronimo Rd., Irvine, CA 92718-2016. Equal Opportunity Employer. CA. (105)

Sales Service Parts F&I
Immediate openings Action Motorsports in York, Pennsylvania continues expanding and has a need for professionals with a minimum of 3 years industry experience. Call, fax or write to John Yurejefcic, 1881 Whiteford Road, York, Pennsylvania 17402, phone (717) 757-2688, fax (717) 840-4364. Excellent pay, paid vacation, paid holidays and health insurance. PA. (305-06)

MECHANICS WANTED - Temple City Power Sports a multi-line dealership with watercraft and motorcycle. Experience a must, full-time position, great money and benefits. Call John Z. (818) 287-6167. CA. (205-08)

Parts Counter Person
Experienced preferred, will train right person. Contact Mo at Long Beach Yamaha (310) 427-2779. CA. (205-06)

Sales, Parts, Technicians
The largest multi-line motorcycles, pwc, atv and auto dealership in the valley. Exciting and long term growth opportunity with excellent benefits ins. 401K, paid vacations. Retail experience and basic knowledge of motorcycle, atv, and pwc is desired. Contact Darlene Kawasaki at Clawson Motorsports, 6334 N. Blackstone, Fresno, CA 93710. (209) 435-5020 or fax resume and pay schedule (209) 431-0605. CA. (301-02)

ATK Factory Warranty
Dirt bikes with one year factory warranty? Unheard of? Not now!! Purchase your new ATK now and receive one full year factory warranty. Hurry! Offer expires 2/29/96. Simi Valley Honda ATK - call Mark for all the details. (800) 943-8938. CA. (205-06)

Motorcycle Mechanic
Experienced Honda preferred. New facility and ownership, competitive wages and benefits. South Georgia location. (912) 287-1777. GA. (305-06)

Parts Manager Assistant
Orlando dealer needs person to assist in inventory control and sale of parts and accessories. Retail experience and basic knowledge of motorcycle, ATV and PWC is needed. Good benefits and working conditions. Call Mike (407) 295-0045. FL. (205)

POSITION WANTED

Race Team/Representative
Ex-racer looking for position. I have extensive motocross and watercraft experience and excellent management and technicial skills. Looking to work as product or factory representative. Willing to relocate and travel. (941) 299-2963. FL. (305)

Parts/Service Manager
15 years experience in motocross and watercraft industry. Knowledge in all aspects of parts service and warranty, with an extensive Sea-Doo technical background. Willing to relocate and travel. (941) 299-2963. FL. (305)

BUSINESS OPPORTUNITIES

Business For Sale
Ceramic composite cylinder plating service business. Includes shop equipment, office equipment, formula for processes, small inventory. Serious inquiries by fax only. Fax (619) 560-7036. CA. (228-TFN)

LET THE GOVERNMENT FINANCE your cycle-related small business. Grants/loans to $800,000. Free recorded message. (707) 448-0270. (KB7) CA. (105)

COLLECTORS

'74 BMW R90S Daytona. Orange, Lester wheels, hard backs. Good condition. $2,950. (310) 546-7466. CA. (342-22/C)

Bultaco Parts
Books and t-shirts. Lynn Mobley. Mon-Sat. (702) 267-2103. Nevada. (301-08/C)

Wanted: H-D Solo Seat
Fits '54 model K through '64 Sportster. Want NOS, good used or good usable pan. (708) 961-0946. IL. (304-06/C)

1967 SEARS 106 with parts bike. $350. (619) 375-1965. CA. (104-05/C)

WANTED '73 HUSAQVARNA 450 engine and body parts. Same for Penton 1974 250 MX. (719) 589-9717. CO. (104-05/C)

HONDA 305 DREAM, domestic model, restored, $2,000/obo. (805) 545-8380. CA. (104-05/C)

1973 Honda CR250 Elsinore
All original except tires, very, very good condition, easy restoration back to showroom, $2,500/obo. (916) 973-0175. CA. (104-05/C)

'74 Kawasaki Z1
Original paint, $2,000. '76 KZ900 5k miles $2,000. '76 KZ900 $1,250. '77 KZ1000 7k miles $2,000. Other bikes and parts available. Photos on request. (216) 335-7365, (216) 334-7814, fax (216) 335-3125. OH. (204-05/C)

Trackmaster Triumph
Ex-Diane Cox #66Q TT bike. 750 short rod engine, large backbone frame, Ceriani, Amals, TT pipes, Hurst Airheart. Very clean, original, low time bike. $6,000. (503) 624-7723 eves. OR. (304-05/C)

Bike Week Vintage Benefit
March 4th, AHRMA southeast regional motocross at MX of Marion County, Ocala. Plus, opening round of vintage iron's evolution national series for air-cooled, drum-brake bikes. All proceeds from race and halftime acution will benefit kids through Florida Autism Society. Don't miss this great vintage racing event. Call the Florida Vintage MX Club's Ed Garlin at (904) 462-9623. FL. (304-05/C)

Wanted 1973-1975 Kawasaki Z1 900
Please call. 1(800) 833-3778. CA. (202-TFN/C)

1974 Bultaco 250 Pursang
Mint condition. Polished wheels, side cases and forks. Works Performance shocks. 0 miles since ground up restoration. Race or show. $2,800/obo. Leave message. (714) 496-2229. CA. (304-06/C)

'74 H-D XR750
Lawwill, Kennedy, Ceriani, Fox, Grimeca, Dellorto, K&N, VDTRA eligible. Race ready. $8,000. (503) 624-7723 eves. OR. (304-05/C)

LAVERDA OWNERS CLUB (USA) - we love the beasts from Breganze. Call Bob Andren (401) 397-4253. TI. (105/C)

1973 Honda CR250M
Vintage race bike, raced once. Excellent condition. New parts, $1,500. Honda Peninsula (408) 245-7840. CA. (205-06/C)

Norton Trackmaster 750
Ceriani, S&W TT pipes, Snow Flake mags, Goodyear tires, motor fresh and right. Priced to sell complete with gearing $4,500 firm. After 5 p.m. MST. (303) 797-6156. CO. (105/C)

1968 Yamaha Yasic 125
Original mint condition, two stroke twin, pearl white, 2,900 miles, $1,800 firm. (617) 834-1520. MA. (105-06/C)

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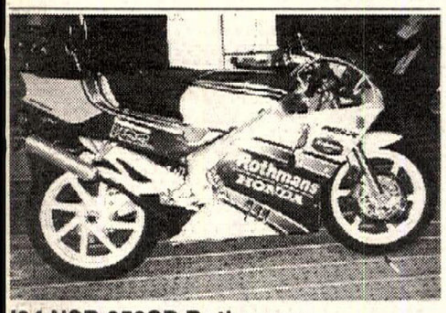

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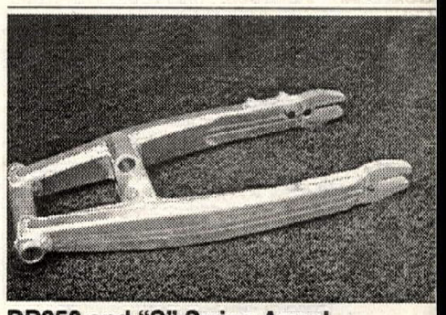

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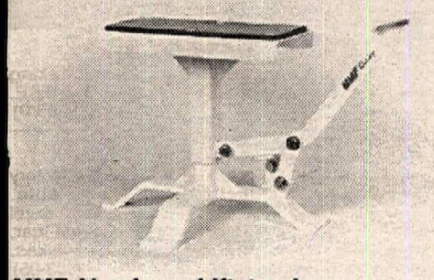

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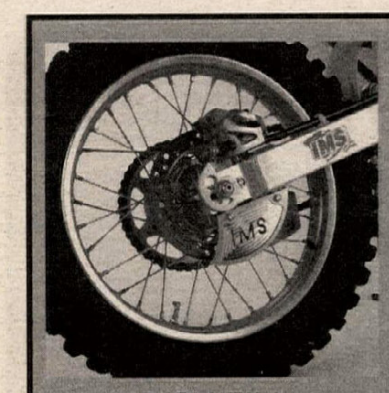
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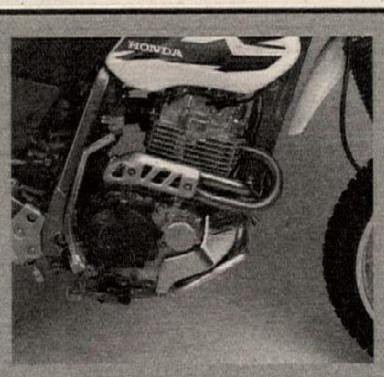
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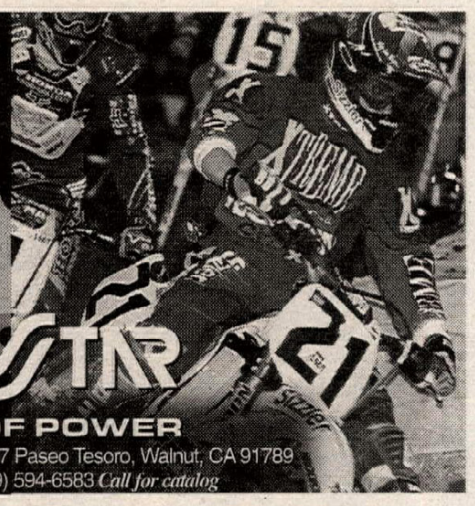

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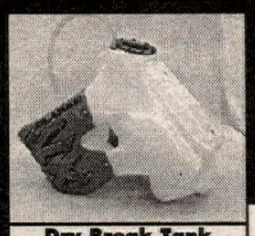

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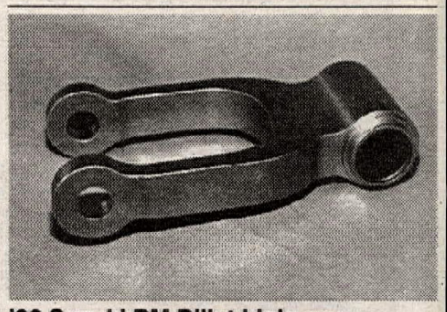

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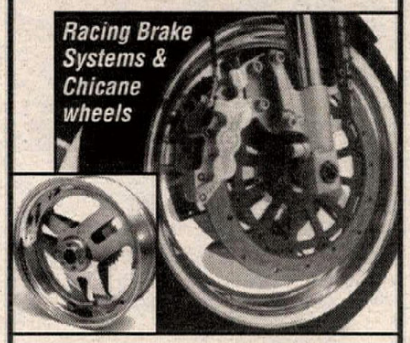

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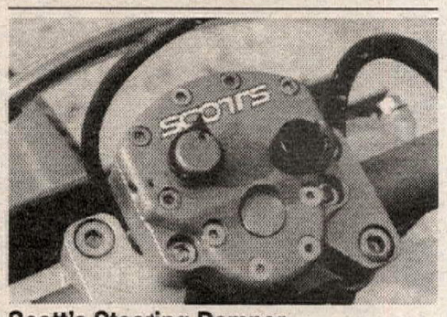

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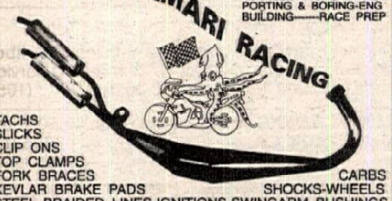

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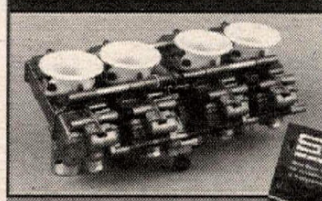

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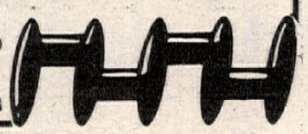

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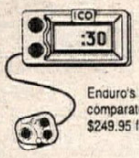

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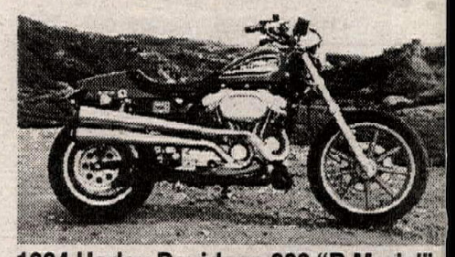

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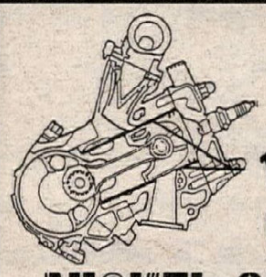

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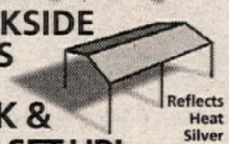

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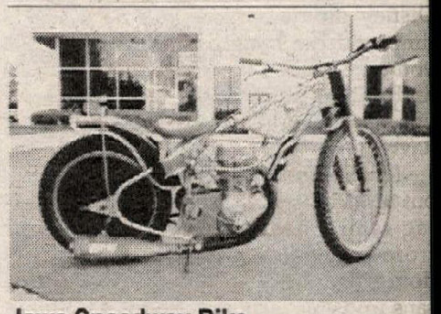

Jawa Speedway Bike
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GUEST EDITORIAL

By Kim Orndorff

I have been baptized as a rider...finally. It took me two years, but I made it. I have a broken bone - two bones, actually: ribs 8 and 9 - to prove it. I've had my share of bruises, bumps, gashes and scrapes, but in my whole life I have never broken anything but a nail or two until this weekend. My parents warned me this would happen if I got near those "ungodly machines."

If you break, sprain or maim anything in the real world, everybody panics and feels sorry for you, they call 911, and then you get to lie around moaning and whimpering while everyone waits on you for a few days - a week if you play it up. If you hurt yourself on the trail you're luck if your buddies get you back to camp before you need a transfusion. And there is no pity. We're talking about guys who have been in conditions that make "Deliverance" seem like a Disney movie. Unless you have lost a limb and it's hanging in a tree, unless you are wadded up into a pretzel shape and comatose, nobody will even take you seriously. In fact, they will fill your navel with dirt.

The ride was going great - we were out working on a section for an upcoming race. Then, my back tire slid out from under me and suddenly I was doing my Wonder Woman imitations sans invisible airplane. About a millisecond before I landed I realized I was about to become a shish-kabob. My ribs were aimed directly over a tree stump with a branch sticking out of it. When I hit, I knew I was done riding for the day.

Two men in our party found me writhing on the ground and asked, "Are you okay?" I snarled, "Don't touch me, leave me alone. I prefer to die in peace." The consensus was that I was not "okay," and they went to catch my husband. Within five minutes, our whole group showed up and I was the center of attention. Sort of. Actually when they saw there was no blood, they threw a jersey down for me in the dirt/small cactus/stinging anthill, made sure I had water and proceeded to make plans to finish their ride and pick me up on their way back a couple of hours later.

> *"When I lifted my jersey, he proceeded to pour dirt in my navel."*

While two of them were trying to keep my attention, I caught the other three dismantling my bike out of the corner of my eye. One was siphoning gas, and I wasn't sure what the other two were up to. It was like leaving a new car in downtown Detroit. I tried to throw dirt clods at them, muttering unholy epithets under my breath.

Our head honcho, Preston, asked if he could check my injury again. When I lifted my jersey, he proceeded to pour dirt into my navel. I have never read of this particular treatment technique in any first aid manual. I realized I would be lucky to get medical attention, let alone sympathy. Indeed, I was going to be lucky if I had a bike left when the vultures were through stripping it for spare parts.

Soon, all of our buddies continued on, leaving me in the capable hands of my husband. Now Chris and I were faced with a little dilemma. We were 10 miles from camp and nowhere near a road that would allow us to bring in a truck. This left four options: (A) Lie there and die; (B) Walk out; (C) Ride out; (D) Wait here while Chris rode to the nearest town, called Air Med and the press and have them come airlift me out so I could be interviewed on the local nightly news and get the sympathy and pampering I so richly deserved and was being denied.

I was all for the latter, but Chris was pushing for option C. I figured he'd gone insane or secretly upped my life insurance policy. I tried to stand up and did a dainty swoon into some cactus. The dirt from my navel fell into my underwear. While Chris held my bike, I crawled on, put the machine in gear, and promptly dropped my mount to the ground. Chris shook his head. It occurred to me that I was not passing the "Brass Cojones Desert Riding Test" and despite my obvious lack of such endowments, I figured I'd better buck up - quick - if I were ever to be taken riding again. I took option C and we rode out.

We weren't sure what damage I had done until the next day when I got some X-rays. Fractures, displacement! I was ecstatic. (The hospital staff was bewildered at my apparent delight when told the diagnosis.) Granted, it wasn't up there with dangling limbs and comas, but it was respectable. Jason, our 13-year-old, gave me a high five when he found out I'd broken my ribs. And Chris says I upheld the Orndorff tradition of riding my bike out of the wilderness with broken bones. However, the only Orndorffs who have actually performed such a feat have been me and Jason. Chris hasn't broken a bone...yet - heh, heh. But he will, someday he will. And I'll be there - with Options A, B, C, D, and dirt to put in his navel - I learn quick.

P.S. Which one of you vultures stole my vent hose?

Kim Orndorff is a 38-year-old mother of two, who started desert riding with her family two and a half years ago. Presently serving as the vice president for the Sage Riders Motorcycle Club (host organization of the Shawn Gerber Memorial AMA Hare and Hound in Jericho, Utah), she earned the number-one plate in the club's Women's beginner class and currently rides a 1990 Yamaha WR250.

IN THE WIND

Continued from page 3

Kipp and current motorcycle jump world record holder Robbie Knievel are scheduled to appear.

FORMED: The Mikuni Calendar home page on the World Wide Web, by the photo studio of Gianatsis Design Associates, producers of the Mikuni Calendars. The address is as follows: http://www.pacg.com/gianatsis. Gianatsis Design Associates has also moved their studios to 4801 Reforma Road, Woodland Hills, CA 91364-4017, 818/223-8550 (phone), 818/223-8590 (fax).

AUTOGRAPH SIGNING: At North County Yamaha in Escondido, California, on February 9 from 6 to 7:30 p.m. Team Yamaha's Damon Bradshaw, John Dowd and Kevin Windham are scheduled to appear. For more information, call 619/432-9501.

MOVED: Four Strokes Only to 6887 Farmdale Ave., #5, North Hollywood, CA 91605. The phone and fax number remains the same at 818/765-5616.

CORRECTION: TravelCraft is not the official travel agency of the AMA as we reported in Issue #4.

FORMED: The Great Lakes Road Racing Association, a road racing club which will hold AMA-sanctioned road races at Gingerman Raceway and Grattan Raceway Park in Michigan. For more information, call 616/774-9902.

CORRECTION: We innacurately called the AMA Western Region Four-Stroke MX Championships the Sound of Thunder Four-Stroke MX Championships.

AUTOGRAPH SIGNING: At Escondido Cycle Center in Escondido, California, on February 9 from 6 to 8 p.m. Team Kawasaki's Damon Huffman, Jeff Emig and Ryan Hughes and Team Suzuki's motocross team are scheduled to appear. For more information, call 619/745-1615.

AUTOGRAPH SIGNING: At Hinshaw's Honda in Auburn, Washington, on February 2 at 5 p.m. Honda of Troy/Sinisalo team riders Larry Ward, Mike Craig, Mike Brown and Brian Swink are scheduled to appear. For more information, call 206/939-7164.

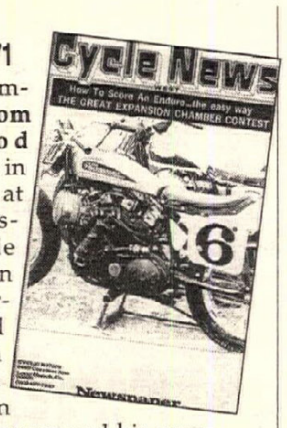
AUTOGRAPH SIGNING: At San Diego Sport Cycle in San Diego, California, on February 9 at 5 p.m. Honda of Troy/Sinisalo team riders Larry Ward, Mike Craig, Mike Brown and Brian Swink are scheduled to appear. For more information, call 619/464-6255.

BORN: Aaron Scott Plessinger, to reigning Grand National Cross Country Champion Scott Plessinger and his wife Angie on January 25 in Hamilton, Ohio.

OPENED: Britalia Motors' home page on the World Wide Web. The address is as follows: http://www.britalia.com. CN

LOOKING BACK...

25 YEARS AGO... FEBRUARY 16, 1971



National number nine **Tom Rockwood** was number one in the Expert class at the first professional half mile race of the year in Gardena, California. Rockwood worked up from a midpack start to take the lead in lap five. **Gene Romero** and his number-one plate were taken out of the race in a lap-nine crash with **Jim Odom**... To no one's great surprise, desert ace **J.N. Roberts** ran away with the 500cc Expert-class win in the Sled Riders' European Scrambles at Lucerne, California, finishing far ahead of runner-up **Rich Thorwaldson** and third-placed **Phil Mailloux**... **John DeSoto** scored an easy motocross victory in Houston, Texas, after hometown hero **Robi Holbert** crashed out, injuring his hand. **Tim Hart** was second and **Dick Burleson** took third overall.

15 YEARS AGO... FEBRUARY 11, 1981

Round one of the AMA Supercross Series went to **Kent Howerton**, who wrestled the lead away from fellow Suzuki factory rider **Mark Barnett** late in the final at Anaheim Stadium in California. Defending champion **Mike Bell** took third on a new-fangled, water-cooled Yamaha 250... Gracing the cover was Honda's water-cooled short tracker built by **Jerry Griffith** for **Freddie Spencer** to ride at the Astrodome Short Track in Houston. The CR250 kept the twin radiators of its motocross lineage, lowered on the frame for better air flow. Engine mods included a low dirt track pipe and a 40mm Lectron carb... **Danny "Magoo" Chandler** saw his way clear to the 125cc Pro-class victory in round five of the DG Golden State Series at Carlsbad, California. **Broc Glover** took the 250cc Pro win and **Eric McKenna** claimed top 500cc Pro honors...

5 YEARS AGO... FEBRUARY 13, 1991

As shown on the cover, **Jean-Michel Bayle** got the big check and the fancy trophy holder at round four of the AMA Camel Supercross Series at the Seattle Kingdome, beating out **Damon Bradshaw** and **Jeff Stanton**. Meanwhile, in the 125cc contest, **Jeremy McGrath**, **Steve Lamson** and **Jeff Emig** finished one, two, three... The team of **Larry Roeseler** and **Ted Hunnicutt** rode neck-and-neck (and neck-and-neck) with **Garth Sweetland** and **Paul Krause** for 244 miles at the SCORE International Parker (Arizona) 400. Speeds averaged 60 mph, and at the end Roeseler and Hunnicutt won by one minute, 17 seconds... **Danny Hamel** dominated round one of the AMA National Championship Hare and Hound Series at Lucerne Valley, California. The 18-year-old took the lead 20 miles into the 104-mile race and held it to the finish. "My goal this year is win the overall championship," Hamel said. "My long-term goal is to beat Dan Smith's mark of five National Hare and Hound championships." CN

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